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1950

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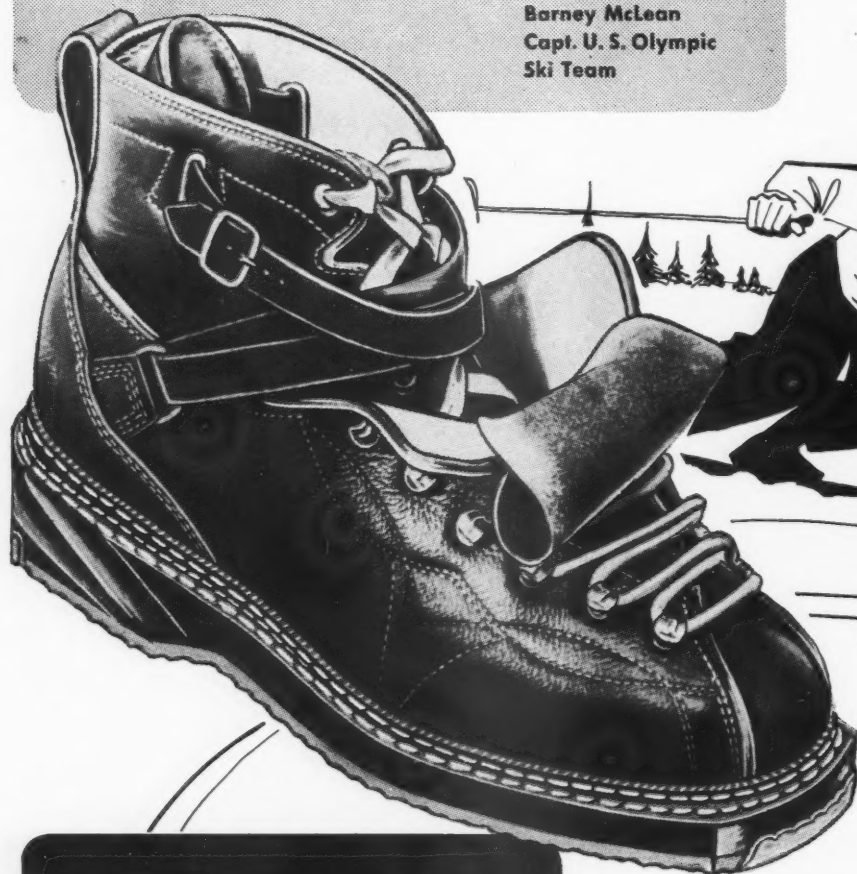
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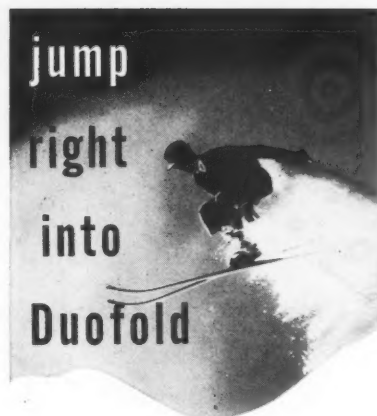
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Hanover, New Hampshire

Combining SKI ILLUSTRATED, established 1935, SKI NEWS, est. 1938, WESTERN SKIING, est. 1945, and SKI SHEET, est. 1946

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## CLASSIFIED

DON'T FORGET! New John Jay Film Dec. 14th, N. E. Mutual Hall.

JIM — The whole gang is heading for Franconia again this year to try out those wider trails, and that terrific open slope at Mittersill. BOB.

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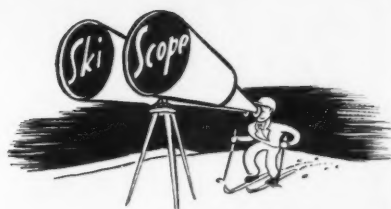
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WE SALUTE our friends of Canada in this issue. The Laurentians of the East are similar to those mountains in Vermont and New Hampshire, except that the skiing is more concentrated. The fifty-mile strip from St. Jerome to Mont Tremblant in the Laurentians probably has as many lifts, slopes and hotels as the state of Vermont and New Hampshire combined. The Quebec City areas are also being enlarged.

It has always seemed to us that the Canadian resort owners give considerable thought to making the skier's holiday a pleasant one. Food at most of the inns is designed to do more than keep one alive until the next meal. The problem of making a skip trip pleasant for both parents and children is well-handled at most of the good hotels.

The same atmosphere extends westward to such places as Sunshine Lodge above Banff. Last spring we skied at Sunshine with Alec Bright, Boston stock broker and oft-termed "grand-daddy" of American skiing, who has visited about every ski area of the United States and Europe at one time or another. Alec termed Sunshine a real skier's paradise and amplified it by saying that one soon discovers there an atmosphere of genuine friendliness about the place.

Our first experience skiing in Canada occurred back in 1940 as we sought to learn more about the Laurentians, spring touring, Herman Gardner's technique, and honeymooning. Perhaps the latter circumstance affected our reasoning, but after a week at Wheeler's Gray Rocks Inn, we were convinced then, and still feel, that Canada's ski future is assured.



The next issue, that of January, will turn the spotlight on skiing in the West—an area a little late in coming into the overall skiing picture in America, but that now bids fair, with its wealth of ski runs, to rival those in the Alps.



Circulation manager Carol Moffatt comes out from behind her cabinets of address stencils to suggest a word be mentioned here saying that the magazine is now published six times during the season, namely in November, December 1 and 15, January, February and March. This change of schedule from the ten issues of the past was made as a result of findings from the survey of our readers compiled last Spring, when subscribers asked for larger issues.

THE PUBLISHERS

SKI MAGAZINE, DECEMBER 15, 1950

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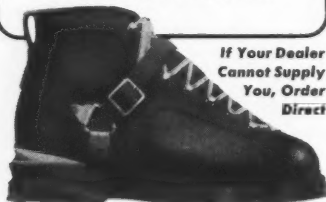
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## LETTERS . . .

### In Memoriam

I am writing, in case you have not heard of the recent death of "Andy" Ransom in Grand Junction, Colorado.

I do this, not only because his sister, not knowing many skiers, wished them to know about it, but because I think that Andy deserves some mention in your magazine.

Although the last few years he had been in the West, Andy was well known by many of your eastern skiers. He taught at Bromley with Dave Parsons, when it was just "Little Bromley," then at Stowe until the war, when he joined the mountain troops. Then he returned to Big Bromley after the war, and then eventually to Aspen and Sun Valley.

MRS. KLEIN HARDING

Dorset, Vt.

### Congratulations

. . . I want to congratulate you on your wonderful magazine, to which I have subscribed for these many years. I especially enjoyed your first issue of the season and Mr. David Rowan's article, because I am planning a combination sight-seeing and skiing trip to Europe this winter.

The whole issue was an inspiration and perfectly timed for many skiers who must be planning to go abroad this winter.

HELEN W. CLIFFORD

Boston, Mass.

### Midwest Skiing

I know that many of your readers and writers are widely traveled people — or are lucky enough to live in Switzerland — but what about the rest of us poor folk who have only golf course hills and a few week-ends to look forward to?

Sure, an issue devoted to the Alps is fine, and every time I look at it I drool, but please, couldn't we have some stories on the quite adequate skiing in America's Midwest? The people I ski with are always curious about new areas and new developments within a reasonable distance of Chicago, and since most of us are subscribers to your magazine, you would be doing us a real favor by printing an issue devoted to the Midwest.

ARNOLD GROUT

Chicago, Ill.

Reader Groul's curiosity will be satisfied when SKI MAGAZINE turns its spotlight on Midwest skiing in the February issue.  
 — Ed.

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## LETTERS (Continued)

### Europe-Bound

I enjoyed reading your November issue, which I think was very timely since I am contemplating a trip to Europe this winter. However, there are a few questions I would like to have answered, if possible. In the matter of equipment — what should I take along and what can be bought over there at a bargain — if there are any bargains? Does going from one country to another entail any difficulties as far as currency, duties, customs and what have you are concerned?

EMIL GERGER

Milwaukee, Wisconsin

All kinds of fine ski equipment can be bought in Europe, but whether or not they will be bargains depends on the rate of exchange of the currency in the country where you buy them. Answers to your other questions can best be obtained from the various state tourist bureaus which advertise in our magazine. These bureaus are maintained in America by the different European countries just to help people such as you with your travel plans.

### Canadian Club

I have been reading your magazine for the last few years, and have never read about Christville in the Laurentians. This place is a fine ski center but it is not very well known yet. This year I think you will read about it as we are going to put a ski team in the Laurentians Zone. Some of the fellows that live there have spent over a thousand dollars to fix up the hills and there is a down hill trail about half-a-mile long. It also has a ski club called the Christville Ski Club which is run by a ski instructor named John Rockburne who gives lessons free of charge to all members.

A CHRISTVILLE FAN

Montreal, P. Q.

You're in the big time now — let's see you carry the ball. — Ed.

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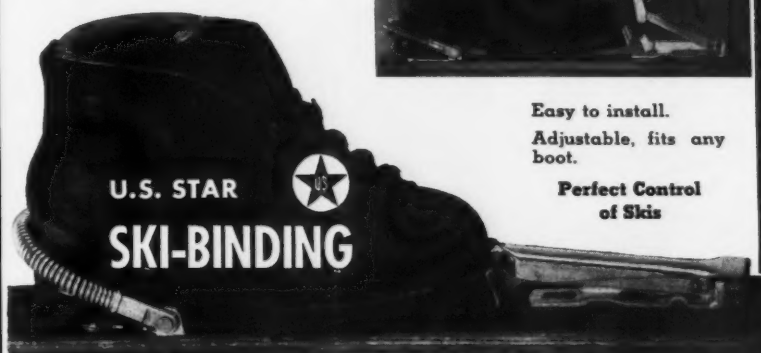
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## LETTERS (Continued)

### Just Wonderful!!!

Of course I'm referring to your first winter issue of the 1950-51 season. I went through from cover to cover twice and it seems to get better and better.

A little note on Warren Miller's motion picture, "Deep and Light", (page 33). Our ski club presented this movie on October 20th before a capacity audience. Mr. Miller's picture is more on the powder type of pleasure skiing that you dream about. This is one movie that every skier or non-skier should see.

Thanks again for that wonderful issue.

HOWARD ROGO  
SKI CLUB ALPINE

Los Angeles, Calif.

### Swiss Skiing

I often hear Americans say that Swiss hotels are too expensive for people who have to figure their travelling budgets to the penny.

It is true that there are countries in Europe where hotel bills seem ridiculously low. But there is a reason for this. In the end, when you count up the comfort, cleanliness, quality of food, and sports events, the scales must lower in favor of Switzerland, with its marvellous ski runs in Davos, Arosa and other famous places of the Grisons or the Bernese-Oberland which are the meeting-place of English-speaking "kanonen."

Just take a look at some of the lists of events offered this winter: the international ice hockey tournament for the Spengler Cup; Concours Hippiques on snow; world championship in skating; the Parsenn Derby (the longest ski race in the Alps); the international Lauberhorn ski race; the Sunday Times Cup and Byron Trophy races and the International Gornegrat Derby.

It seems to me that it is worthwhile to enjoy all of these pleasures — even if it is at a little higher cost in Switzerland.

MARTIN ZEHDEN

Basle, Switzerland



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SKI MAGAZINE, DECEMBER 15, 1950

# Christmas Spirits . . .

CHRISTMAS is here! And to help skiers the world over with their Christmas Christies (the indoor variety), SKI MAGAZINE herewith presents an international compendium of Christmas Spirits — culled from every corner of the earth and tested by SKI MAGAZINE's own board of special investigators in the field of Christmas cheer.

Our Swedish investigator, a Troll King who lives in a cave not far from the Rättvik-Leksand, has sent us this recipe for *Clog*, a bit of liquid cheer recommended especially for the Christmas season but also useful on any cold evening, any cold morning, or at any time during any cold day of the year. Here's how to make it: Take a large casserole; into it pour two ounces of aromatic bitters, three-quarters of a cup of fine sugar, one pint of claret, one pint of sherry, and one-half pint of brandy. Place the mixture over a fire until it is piping hot. Then, in each glass place a large raisin and one unsalted almond. Pour — and you're on your way.

A skier in Australia, celebrating Christmas under a broiling sun, sends us this prescription for an internal blow-torch; he calls it *Flaming Tea Punch*. Make strong tea — an ounce of tea in a quart of water — and at the same time heat a silver or other metal bowl, allowing it to become quite hot. Into the bowl pour a half pint each of brandy and rum; add a quarter pound of sugar and the juice of a lemon. Place a spoonful of sugar saturated with brandy over the bowl and set it afire; the flame will set fire to the liquid in the bowl. As it burns, pour in and stir the tea. Stand by with fire extinguishers — then drink up, coppers!

And from Merry England we get honest old *Mulled Ale*, the drink that powered the long bows at Agincourt. This one is fit for babies, our British friends tell us, because it often produces long periods of quietude in the drinker. To make it, take a pint of beer. Now double it. Put it in a saucepan with a tablespoon of sugar, a pinch of ground cloves, a pinch of nutmeg, and a large pinch of ground ginger. Boil the mixture and add a wineglass full of rum or brandy. All ready? Down the hatch!

Our final suggestion for the Christmas season is *Hot Buttered Rum*, the perfect



nightcap. For this you need between one and two ounces of rum, a teaspoon of butter, a teaspoon of sugar, some cinnamon or nutmeg, and hot water. Place the sugar in a hot toddy glass, previously warmed, and add the rum and butter. Fill the glass with boiling water and add the cinnamon. Grate the nutmeg on top and serve.

Just a minute — our Central European investigator has just munched in via the Arctic ice cap! He's tying up his dogs and waving frantically at us. He appears to have something in his hand — why, as we live and breathe, it's the recipe for *Gluhwein*!

Take a quart of claret or burgundy

*Being an international guide*

*Of time and taste-tested*

*Drinks to make the*

*Season sparkle*

wine; a jigger of Jamaica Rum; a half tablespoon of cinnamon; a pinch of cloves and a pinch of nutmeg. Mix all these ingredients in a metal bowl and set near a fire. Now, quench a red hot poker in the bowl until the mixture is good and hot. Now you have *Gluhwein*, the skiers' drink and the perfect drink for Christmas. But our advice is to sample them all. Every one of the drinks described above will make the holiday season sparkle like a fall of fresh new powder snow, and what they will do for you personally is wonderful — but beyond the power of SKI MAGAZINE to predict. Just try them — we guarantee you'll be overloaded with Christmas Spirits.







# The Laurentians

**Snows fall early north of Montreal, stay late, and at times are almost melted by the warmth of habitant hospitality.**

By  
WALLACE WARD



**J**UST north of Montreal, the Laurentian Mountains provide a great parkland of hills, lakes and rivers. Nature seems to have tipped the terrain this way and that especially for the enjoyment of skiers, and further favors the area with a blanket of dazzling snow that seldom shows threadbare spots until fishpoles are more seasonable than ski poles.

Geologically, the Laurentians are among the oldest mountains in the world, and snow and ice are their natural heritage, for they were formed millions of years ago and were shaped when the great Arctic glacier gouged out valleys, shaped smooth hills and craggy cliffs. Woods grew in the wake of the ice-cap, and lumber camps, fertile farms and quaint French villages followed. Then came city folk from Montreal and, as the fame of Laurentian skiing spread, the area, about fifty miles wide and a hundred miles deep, grew into an international winter resort region rivaling the Alps.

The area of the Laurentians is as French as France, for the people came from Brittany and Normandy two centuries or

more ago, and the descendants of those pioneer farmers and *coureurs de bois* have changed but little over the years. Silver church spires gleam over the quaint Laurentian villages as brightly as they did in the old days, and farm homesteads have housed succeeding generations with little show of wear. Farmhouses in the hills are built square and solid, of stone or hand-hewn logs to stand off the winter's crisp cold and the hot summer sun. Sharply peaked roofs let the snow slide off easily. In keeping with the natural gayety of their nature, Laurentian folk like to paint their homes in bright yellows, reds and greens, snowy white or in soft pastel shades. Traditionally, the long winter forms the social season in these hills, between late fall and early spring ploughing. The local people visit a great deal, and the jingle of sleigh-bells sounds far into the night, along with the sawing fiddle-tunes and the catchy cadences of old French folksongs. At Ste. Agathe des Monts, metropolis of the area, there is an annual winter carnival week with torchlight parades, horse racing on the ice and

all kinds of winter sports attractions.

The French flavor pervades Laurentian ski resorts, too, from the French-Canadian cuisine to French-speaking clerks and bellboys. Accommodations range from simple, inexpensive *pensions*, room and board in French-Canadian homes, to ski lodges and fully-equipped resort hotels with all the amenities of a cosmopolitan hostelry.

Less than fifty miles north of Montreal there are good ski slopes in the foothills around Shawbridge, and a few miles farther up Route 11 or by railway Piedmont, St. Sauveur des Monts, Arundel and Weir have slopes that are internationally famous. Road and railway climb a little farther to Ste. Adele-en-Bas and Ste. Adele-en-Haut. Off beyond the rim of the valley are still more celebrated ski grounds at Ste. Marguerite and Lac Masson. Then straight up Route 11 are Mont Rolland, Val David, Morin Heights, and Val Morin. Ste. Agathe des Monts is the hub of this whole vacation area, with its own town-built ski slopes, lighted for night skiing. From Ste. Agathe there is a

fine highway east to St. Donat de Montcalm and that area's good ski facilities. Route 11 and the railway continue north to the ski runs of Ste. Jovite and the famous slopes of Mont Tremblant, the highest mountain in the Laurentians.

Millions of dollars have been spent to make the Laurentians one of the most elaborate ski parks in the world. All through the area there are rope tows in operation throughout the winter season, and a dozen of the better-known hills have T-bar lifts and chair lifts. All up the line are novice slopes, as well as exhilarating runs for advanced skiers.

Competitions lend zest to skiing, and the Laurentian program is packed with exciting meets, from the Laurentian Zone Championships of the Canadian Amateur Ski Association to intercollegiate meets with Canadian and U. S. teams competing, the interscholastic tourneys and such Canadian ski classics as the Quebec Kandahar. There are *Flying Mile* competitions every year on Mont Tremblant, excellent slalom competitions, and many jumping and combined events.

Excellent standards of skiing in the Laurentians stem in large measure from the top-flight instruction in Laurentian ski schools at a half-dozen or more of the resorts. Originally, instructors were brought here from France, Switzerland and the Tyrol, but a great many French-Canadian boys of the area proved such

apt pupils that they turned professional instructors themselves. The local product now outnumbers the imported professionals. Early in every season, ski instructors get together for a few days at one of the Laurentian resorts to discuss ski techniques and equipment, to develop their own skills and to test and qualify the season's new batch of professional ski instructors. They insist on uniformly high standards, and all Laurentian instructors emphasize skiing under full control at all times on any slope.

An unusual feature of Laurentian skiing is the wide choice of cross-country ski tours. Ski enthusiasts collaborate with promoters of the ski resorts in breaking trails, clearing them of brush and boulders and keeping them well marked. The famous *Maple Leaf Trail* and *Taschereau Trail* are just a couple of the well-known ski paths that wind through practically the whole Laurentian playground. There are shelters and camp-sites all over the area. An efficient ski patrol watches for mishaps and for traffic violators.

Many Laurentian skiers like to take a train or a bus deep into the ski grounds and then tour across country, downhill, back toward Montreal. They make the trip to the southern exit of the area in from one to three days, camping by the trail or obtaining meals and overnight lodging in any of the scores of hotels or lodges.

Laurentian skiing is a distinctive experience, and thousands of new friends become year-after-year repeaters, flocking north from Montreal by plane, by train, by bus and by car.

**T**HE Eastern Township area, southeast of Montreal and closer to the U. S. than any other Canadian ski area, has several slopes and trails of varying degrees of difficulty — from the exciting *Three Creeks Trail*, dropping 1,600 feet in one and a half miles, to the lighted nursery slopes right in the town of Sherbrooke. On Green Timber Mountain, nine miles from Sherbrooke, there are several slopes, trails, and tows; there are *Schiller Slip*, an excellent slalom run, and *Sunny Side Trail*, a mild but delightful downhill run.

There are no large hotels or resorts developed especially for skiing, but the area has many very comfortable inns and pensions where good food and cheerful hospitality can be found. It is entirely possible that in years to come the area will grow in popularity and in facilities, because it lies directly in the path of the snowstorms moving east along the St. Lawrence valley. Although that time is not yet in sight, good skiing away from the better known — and therefore more crowded — slopes can be had in these oddly-named Eastern Townships.



Two skiers from the Chalet Cochand ascend Twin Mountain on the T-bar.



Sleigh-riding is a popular Laurentian way to relieve the strain of tired ski-muscles.



Spring skiing from Mi-Chemin at top of south side of chair lift.



Meeting place of Mont Tremblant Ski School in front of Ski Shop.



Skiers enjoy the warmth of the lobby in the Mont Tremblant lodge.

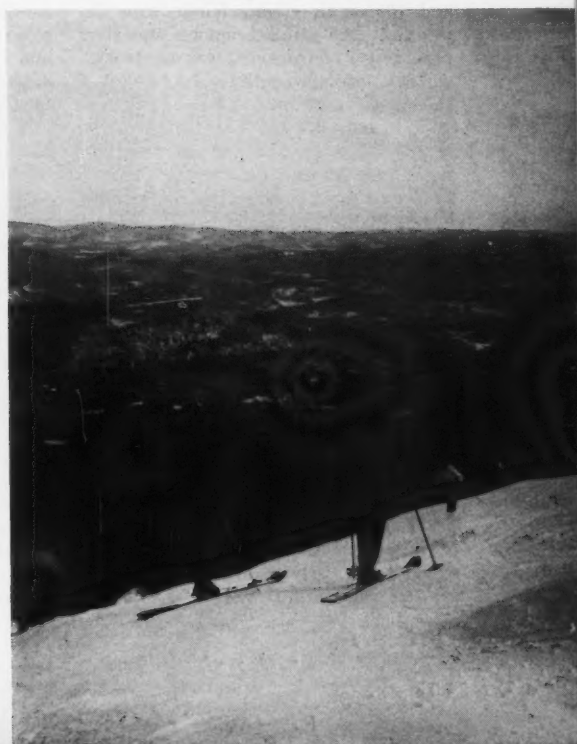
SKI MAGAZINE, DECEMBER 15, 1950



## Mont Tremblant

Most elaborate ski resort north of Montreal, Mont Tremblant is a complete town in itself — built, as everyone knows, by the late Joe Ryan. Now under the management of Mrs. Ryan, the resort is ready for the winter with two chair-lifts, a T-bar, two rope tows, and the famous Mont Tremblant Ski School under the management of Benno Rybizka. The mountain itself is over 3,000 feet high, and down its sides in all directions are some of the finest trails in the Laurentians — the *Kandahar*, the *Taschereau*, the *Flying Mile*, the *Nansen Run*, the *Devil's River Run*, and last but not least, the *Sissy Schuss*.

*At the top of Devil's River Run.*







*The Chateau Frontenac in Quebec City and the wide Saint Lawrence valley.*

## Quebec City...

**Touched with Continental charm—Lac Beauport, Valcartier and Mont Ste. Anne mean skiing with a French flavor.**

By  
BRIAN UPTON

IT WAS market day on Quebec City's Rue de la Couronne in Lowertown, and the short, stocky fellow with the pleasant face strolled among squealing pigs, crates of chickens, wagons, trucks, and counters laden with the fall harvest of vegetables and fruit. But he was not buying. He hardly noticed the multicolored array, the noise and the bustle. Fritz Loosli, ace ski instructor of the Chateau Frontenac's Ski Hawk School, was thinking about the winter and looking for one of his farmer friends from Valcartier.

"Good day, ski professor," and Père Desjardins, from behind crates of tomatoes, extended a hand tempered by the crackling frosts of sixty long Quebec winters. Desjardins was typical of the French-Canadian farmers whose hospitality has made them a legend in the land.

"Well, Père Desjardins, what kind of a winter will we have?" asked Fritz.

"For me, I think the sleigh will come out earlier this year, and the calèche later in the spring. Already the hares are turning white and they hide most of the day, which means early snow. And other signs say the winter will be long — with much

snow falling, and for many months, too."

Every fall Fritz winds his way to the Lowertown market to see his old friends, selling their produce grown at Valcartier and Lac Beauport. And this little routine is prompted rather by his genuine liking for the grass-root folk than by his interest in a forecast for the winter. Snow conditions are always good at Quebec's Valcartier, Lac Beauport, and Mont Ste. Anne ski slopes—a fact of which Fritz has been aware since he first came to Quebec City in 1939. In fact, snow, measured in feet instead of inches, is the ancient capital's best claim to ski fame. And Quebec's popularity is spreading.

In 1947, during the Dominion Championships, eyes across Canada and most of the United States turned toward towering Mont Ste. Anne's rugged 2,125-foot drop, the highest developed downhill run in Eastern Canada. The twelve-mile cross-country race that snaked through the picturesque mountain setting between Valcartier and Lac Beauport and the slalom run that slashed four-fifths of a mile through eighty gates at Valcartier placed Quebec among North America's most

famous, and also glamorous, ski resorts.

Despite all this, Quebec in winter is still unspoiled and maintains its quiet pace and continental charm. The main reason for this is that winter hotel accommodations and ski developments have kept well ahead of demands. The old provincial countryside of the Quebec hills is not overcrowded even though its story has been told since the days of Jacques Cartier.

This year, Valcartier, the site most recently developed, has pushed its skiing claims to the fore with more tows, trails, and accommodations. Located nineteen miles northwest of Quebec City, the area has several new facilities including a refurbished (new bar, facilities for dancing) 35-room lodge planted on a slope 800 feet above sea level. A T-bar lift will carry skiers for \$2 a day to the sky-line level of 2,600 feet and a majestic view of the Jacques Cartier River's powder snow basin. Two rope tows will also be in operation, and there are plans, still in the paper stage, for an eighty-meter jump. The main Valcartier slope faces directly south and gets the sun all day, which warms the



hearts of those seeking expensive-looking winter tans. Because snowfalls average three per week, there are always two to five inches of fresh powder on a hard base at this and at the Lac Beauport and Mont Ste. Anne areas.

Valcartier may be destined "for international fame", as the Provincial Tourist Bureau says, but should this be so Lac Beauport won't be far behind. For the region of La Montagne du Lac has just as many facilities, open slopes, and winding sky-line trails. Only ten miles from the city, Lac Beauport was the first area to be developed as a skier's paradise. Mont St. Castin is 1,600 feet high at the summit, from which you can ride into the bar of the Manoir on the Lac Beauport shore if you have enough enthusiasm.

Most of the tracks made here are on three open slopes, all within a half-mile area. Mont St. Castin is best known, although La Montagne du Lac, rising 1,550 feet, ranks among the finest slopes in North America for average skiers, with two downhill runs served by an Alpine lift 2,500 feet long. There is also a 35-meter jump.

Many of the skiers using the areas near Quebec are native to the district. Still, there's a big welcome mat out for tourists from other parts of Canada and from the United States. And, next to skiing itself, the big attraction for such tourists is the luxurious yet informal Chateau Frontenac, easily reached by plane, train, or bus, and linked to the ski areas by regular bus lines. People who know Quebec City and the Chateau Frontenac only in summer dress are often overwhelmed by the old-world charm they find at the height of the winter season. There is none of the summer rush of tourists and none of the awful strain on hotels. The visiting skier will see beret-topped seminary students loaded with musty-looking textbooks

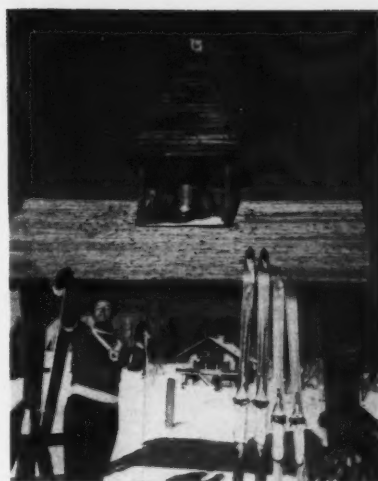
heading toward ancient Laval University deep in the coils of the *Quartier Latin* — yet at night the skier may spend a few gay hours at one of the local nightclubs. And everywhere, in striking contrast to the academic and to the night-time frolicking, are the sun-tanned faces and bright clothes of the skiers — in the lobby, bars, and dining room of the Chateau Frontenac, in the lounge of the Ski Hawk School.

In the future, Quebec may have yet another excellent skiing area — Mont Ste. Anne. Although still undeveloped, with no ski-lift and no nearby accommodations, the mountain is still a challenge to accomplished skiers ready to travel 28 miles northeast of the city. The Ski Advancement Society of Quebec is planning a drive for funds to develop the area, and they are strongly encouraged by the fact that every year skiers from the United States and Western Canada travel to Quebec merely to take a crack at the 1½-mile downhill run and the 1,100-foot slalom slope.

The visiting skier is almost certain to meet homespun Fritz Loosli or some of his red-sweated instructors who are always ready to give pointers on style and to swap stories with all and sundry. Besides Jack Holland at Valcartier, there is Lionel Terray, a top-flight Alpinist who this summer was hired by the French Government for a dangerous mountain expedition in Nepal.

Loosli's crew is responsible for the style of skiing in Quebec, which is the French Parallel System. It is an efficient and graceful way to ski, and is followed by all skiers of the region, even to the three-year-olds. In fact, the story goes that two sportsmen from Quebec holidaying at a leading U. S. ski resort found each other by spotting the familiar Parallel style.

Although the skier finds that Quebec is his Utopia, and that everywhere he is



*Fritz Loosli rings the big brass bell to call skiers to his classes on the slopes of the Lac Beauport snow bowl.*

understood, he will also find many other winter activities to take part in or to observe. He can toboggan at the Chateau Frontenac, skate, see a game of hockey at the newly-built Coliseum, and go for rides in horse-drawn sleighs. But there is one week in every year when the skier is pushed into the background by an even more fanatical sportsman. During this week a few thousand curlers jam hotels, buses, and taverns for the annual International Bonspiel. They come from as far away as Scotland, from Western Canada, the Maritime Provinces, and the United States. But even the most ardent curler cannot chase the stane as far as Valcartier, Lac Beauport or Mont Ste. Anne. For there only snow can be seen — snow and mountains and a few quaint farmhouses — and the skier reigns supreme.



*The T-bar and the slopes of Lac Beauport.*



*Good snows make local color at Valcartier.*

# British Columbia

Facilities are booming, after a two-decade lag, in this ski-conscious western province.

By  
PETER SPRING



*These skiers hike up Grouse Mountain after leaving the chair lift on the left.*

## CITY SKIING

AFTER a twenty-year lag, skiing is coming into its own in Vancouver, British Columbia, Canada's third largest city. With a reservoir of 75,000 skiers and an average snowfall of 15 to 16 feet from November to late May, this city is one of the finest potential ski areas in western North America.

Vancouver's beautiful harbor is backed by three mountains: Hollyburn, Grouse, and Seymour, the first of which rises 4,000 feet above the city from the north shore suburb of West Vancouver.

One of the longest and most efficient electrically-operated lifts in North America is planned for Mount Hollyburn. Skiers will skim over the tresses to the 60,000-log chalet at the 2,800-foot level. Fifty acres of timber have been cleared away for ski slopes. From the lift, hundreds of acres of ski territory and cabins stretch over a ridge several miles wide and about four miles long. A 270-foot jump is as handy to the lift as downhill and slalom hills and nursery slopes.

Hollyburn has two ski areas on the one mountain — Westlake and First Lake, both with jumps, lodges and rope tows.

A year ago a \$100,000, diesel-powered

double chair lift was engineered and constructed in Vancouver for Grouse Mountain. The lift's only purpose was as transportation to the 2,700-foot snow levels. A second steel arch-type lift extends from the ski cabin area here to the top of the plateau.

The Provincial Government has invested \$700,000 in the Seymour Mountain highway, reputed by forestry officials to be the best in the Pacific Northwest from the contractor's point of view. Skiers must travel nineteen miles to reach the heavy snow depths at the ski lodge on Seymour. A new \$300,000 lodge will be built next summer to keep up with the enormous anticipated traffic.

As a city, Vancouver is extremely ski conscious. The headquarters of the Canadian Ski Association's western district is there. "Dry" ski lessons, ski specialty shops, ski and boot manufacturers, as well as eight local clubs, contribute to serve the sport. One newspaper employs a full-time ski reporter. Every week-end sees at least one race between the local high schools and ski clubs.

The day is not too distant when a Vancouver business executive will be sitting in his office at noon and then skiing on top of Grouse Mountain by 1:15.

## COUNTRY SKIING

VANCOUVER ISLAND'S Forbidden Plateau has a strange history for a ski area. There's an old legend about the plateau that begins with a war between two Indian tribes, the Cowichan and the Comox, who lived in the area before the coming of the white man. Before the battle began, the Comox chief ordered everybody except his warriors to the plateau where they would be safe. Then, after the Cowichans were defeated, the Comox warriors ascended the plateau to find their families. Though the area was completely searched, no trace of the missing persons was ever found.

To this day, members of the Comox tribe refuse to set foot on the plateau, believing that the steam emerging from certain caves up there is the breath of a tribe of monsters who live in the caves and long ago carried off the people who were sent there during the Cowichan war.

If the Indians could be induced to climb the plateau they would see that the only monsters with steaming breath are skiers. For the plateau is the gateway to a beautiful lake and mountain area with treeless slopes for every skier. Unfortunately there is no real development on the plateau as yet. Skiers must still climb for their downhill runs.

But eight miles from the Montana boundary in southern British Columbia is the highest ski lift in Canada — on Red Mountain near Rossland and Trail. The slope served by this lift is one of the most difficult runs in British Columbia, though it has good snow conditions throughout the winter. The slope faces north, and the lodge at the bottom of the hill is at the 3,800-foot level. Weekly training sessions are held here by the University of British Columbia's ski team — and the local high school team is one of the best in the country.

Four-and-a-half hours by car from Vancouver takes the skier to Princeton, B.C., an area devoted mainly to jumping. There is some downhill running there too, but the snowfall is light and the slope is ex-

*(Continued on Page 27)*

*A view of the surrounding mountains of Rossland, B. C. Red Mountain, one of the ski centers, is located in this area.*



SKI MAGAZINE, DECEMBER 15, 1950

# Eyes on BANFF

**L**OCATED in the heart of the Canadian Rockies, 80 miles west of Calgary, Banff offers skiers a stunning playground set off by towering peaks, by snows measured by the yard, and optimum skiing in March and April. There is also a 3,250-foot chair-lift and smooth slopes for novice and expert alike. For the restless, Banff also serves as the starting point for the high ski camps of Sunshine Assiniboine, Skoki and Temple. An added feature is the hot sulphur springs pool which is part of this Canadian National Park.



*Mt. Assiniboine, 11,860 feet, towers over three skiers.*



*Banff has some of the world's most spectacular snow expanses.*

*This chair-lift goes to the slopes of 6,850-foot Mt. Norquay.*







*The best hills have no tows.*

WE who are so well provided with skis, steel edges and chemical lacquers, would do well to look back over the development of this equipment in the light of the past century.

Credit for the original ski wax goes to a Norwegian by name of Sverre Ostbye who, around 1913, sought to improve on the candle wax which before that time had often been used to prevent wet snow from sticking to the skis. This paraffin, unfortunately, allowed the skis to slide backward and forward with equal ease, making it difficult to travel on the level and hopeless to climb uphill. Downhill forward speed, on the other hand, was vastly increased, and paraffin wax remains today the universal wax for jumping.

Sverre Ostbye wondered if it were not possible to put something under his skis which would keep them dry, be hard enough to glide freely, yet soft enough to make backslip impossible. With this in mind, he experimented with rosin and pine tar.

When the day of the great Holmenkollen cross-country race rolled around, Sverre was ill and unable to compete. Not daunted, he had the wax applied to his brother Peter's skis instead. The story goes that when Peter lined up at the starting point, his skis stuck as though glued to the snow. He wanted frantically to scrape the whole mess off, but his number was called, the official yelled "Go!" and he was forced to start. The rest is history. Those who saw him depart did not concede him a chance to win. Imagine their astonishment when he crossed the finish line well ahead of his nearest rival. Once the initial stickiness had worn off the skis glided like magic.

Ostbye really started something. Since his early experiments in 1913 many others have tried a hand at the game and any sporting goods store today bears witness to the number and variety of waxes on the market. Some of these are more effective than others. A knowledge of the right type of wax to use for various snow conditions is becoming more important.

In the early days of the sport, ski waxes were used simply to make skiing possible. Without them, inclement snow conditions would have forced the pioneer skiers to spend much of their time waiting for

## The Logic of Waxing

conditions to change. Their almost universal use of paraffin and candle wax was the only thing that kept them on the mountainside.

But, effective as these two preparations were, they were crude compared to the refinements which are available to the 1950 skier. The discovery that waxes could improve the downhill glide, and, at the same time, enable the skier to walk straight up hill without traversing, was indeed revolutionary.

Since the original discovery, tremendous improvements have been made and, as the sport has become more diversified, the waxes too have become more varied, more specifically designed for particular conditions.

Up until about fifteen years ago, most manufacturers of ski wax made only two basic kinds of wax. One was a hard wax for downhill speed which had the much desired climbing property on dry new snow. The other was a liquid, tar-like "Klister" \* for wet snow.

Now if a skier happened to hit one of these two exact conditions, he was all set with one of these two waxes. Actually, of



*The author waxes his skis.*

course, there are hundreds of variations in snow conditions and these too could be met by a skillful blending of the two basic waxes. Unfortunately, those who could first analyze snow conditions accurately and then correctly blend the proper wax were limited to a very few wax enthusiasts. And, because wax plays such an essential role in competitive skiing, these analysts invariably were the top skiers.

Since the general skiing public could

\* "Klister" is the Norwegian word for sticky, and this describes perfectly this type of ski preparation. It is indispensable on typical abrasive spring snow conditions, and the beautiful performance it lends to the skis more than makes up for its messy character. Today a solid klisterwax is available from most

**Robert Smith-Johannsen, veteran skier, General Electric research chemist and wax manufacturer, writes that proper waxing can be as vital as a new skiing technique.**

not be easily educated to analyze and prescribe wax mixtures, manufacturers made a number of intermediate waxes for intermediate conditions, which made the mixing less involved, but the choice of the wax more difficult.

Recently, efforts have been made to expand the applications and performance of waxes so that only two or three kinds can meet all conditions. This has not only made wax selection easier, but it has also greatly improved the chance of success.

Like so many things, however, this is a point of diminishing returns. Over-simplification of the waxing problem is considerably more dangerous than over-specialization. It isn't difficult to find some reading material which will deprecate the use of waxes to the point of calling them superfluous. Nothing could be so detrimental to the full enjoyment of skiing as the acceptance of such an attitude.

The principal functions of waxes are:

1. To protect the skis, and
2. To make them perform better.

They can be protected to a large degree by plastic bases and lacquers but, despite claims to the contrary, no base material can do the job of wax under all conditions. The expert competitive skier always uses wax. The average skier should wax, not only to get more speed, but to make his skis run more easily and to give him greater control over them.

To the beginner, waxes are even more useful. The climbing property of the wax is of particular value since it makes up for the inevitable lack of technique and prevents a lot of exasperating slipping around.

For the greatest possible enjoyment of your favorite sport this winter, be sure you equip yourself with a kit of waxes. You may have gotten by before on a plastic base or lacquer, but, if you'll remember that all the experts use wax and if you'll try the right wax yourself two or three times, you'll soon be convinced that waxes are as important to skiing as tackle is to fishing. They can be as important to you as a new technique — so don't overlook the advantages of having the right wax.

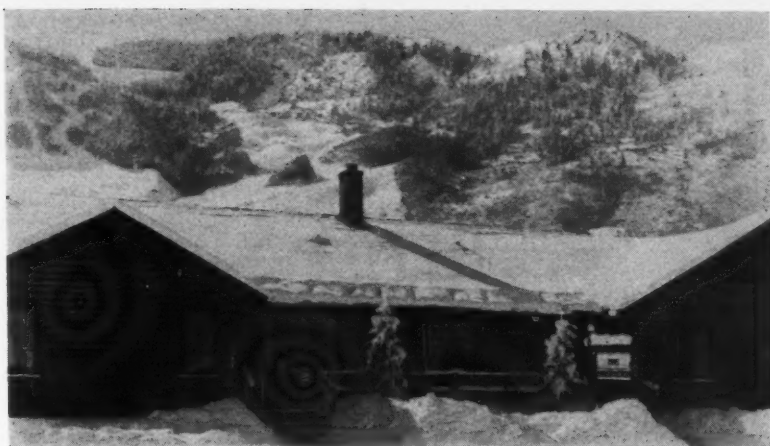
manufacturers, but it has not the special strength and effectiveness of the liquid variety. One manufacturer, however, has recently developed a solid wax with all the attributes of "Klister" and it is now available in most parts of U. S. and Canada. This has contributed to making waxing easy and pleasant.

SKI MAGAZINE, DECEMBER 15, 1950



# We Cured Our Ski Fever

By  
VIRGINIA HORNE  
&  
VIRGINIA CHAMBERLIN



*A cure for ski fever — Prospector Lodge, only two blocks from the Aspen lift.*

**T**HE way to cure ski fever is to build a ski lodge in Aspen, Colorado. Back in 1948, this fever attacked us. Until that time, we were just a couple of staid school-teachers, earning our living by training the younger generation in physical education at the University of Illinois. In that section, the nearest approach to a precipice was a bunker on one of the local golf-courses. After having descended (on various parts of the anatomy) some of Aspen's famous ski runs, a bunker seemed no better than an ant-hill. So we resigned from our life of security, bought lots in Aspen

weather delayed the laying of the chimney for our huge fireplace. We had our six-foot logs gathered long before the smoke could find its way up the flue, instead of

in glue and sawdust in our efforts to stick round pegs in round holes in our random-board flooring. We both acquired serious cases of apnea (shortness of breath to you) from blowing the sawdust out of these cavities, until we discovered that an old Electrolux could do the job more efficiently. But we highly recommend this personal touch on a floor. Now each peg is just that much dearer to us as we sit and view the finished product.

While the lodge progressed, we flew back to Chicago's Merchandise Mart to select interior furnishings. With high hopes and fresh enthusiasm we entered the portals of this colossal institution on our first day. But when we met our decorator



*The owners at the dining end of lounge.*

out into the room. Next, we had a minor catastrophe in that "The Monster" — our commercial boiler, about which we knew little — burned through its base of cement, which was not poured to the proper depth. This little matter had slipped by the eagle eyes of only the architect, the heating engineer and the contractor. Each blamed the other — at our expense, of course — and so it went.

Don't you love a pegged floor? So did we, until we found ourselves enmeshed



*The Prospector bar and Virginia Horne.*

and started to cure our attack of fever.

Like Mr. Blandings', our "dream house" was soon under construction. We knew little about building, but technical terms — studdings, valleys and plumber's elbows — soon became a part of our vocabulary. Our great concern was to get the lodge completed between September of '48 and the coming ski season. Where building is concerned, the ways of men are slow, and we encountered the usual calamities. Early snows and freezing



*Owner, dog, and a Prospector bedroom.*



*Useful corner of Prospector lounge.*

and, with blue-prints and floor-plans in hand, tackled the problem of the lounge, two strikingly dissimilar points of view reared their heads at once.

We wanted Navajo rugs, knotty pine furniture and bright ski colors of reds and greens. "No!" said the decorator. "It's all too busy! You should have lush leather sofas and subdued browns, greens, yellows and chartreuse." You see, the decorator had never had ski fever. He did not

*(Continued on Page 26)*

# RUNNING OVER HUMPS

Second of a series of photographs, taken exclusively for SKI MAGAZINE by Patrick Henry, in which Fred Iselin, author of *Invitation to Skiing*, demonstrates the proper ways to solve many of the problems of technique.



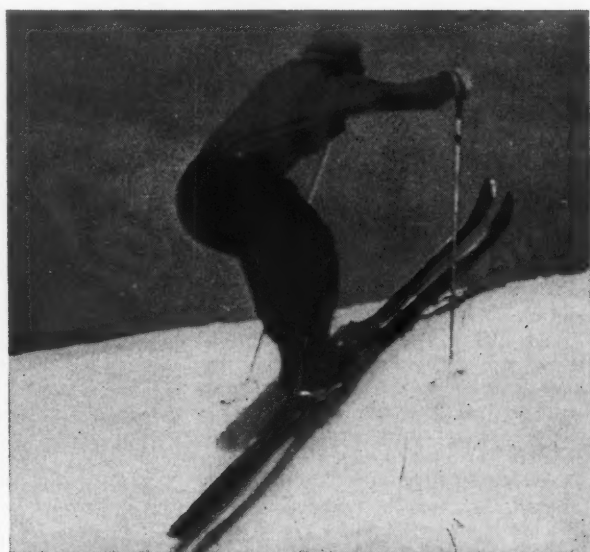
1. Racing toward a hump, the skier is in a low crouch position; but . . .



2. before reaching hump, he assumes high position . . .



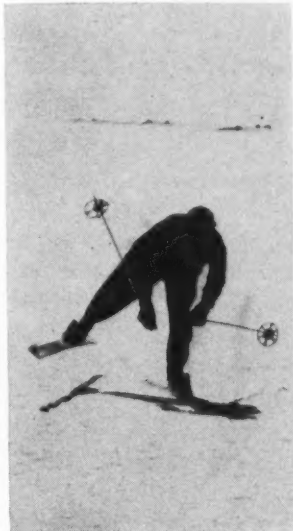
3. plants poles to absorb shock, starts to crouch . . .



4. and crouches further as skis pass edge of hump . . .

# SKATING

# STEPS



**S**kiating steps are used whenever the skier wants to cross terrain that is almost flat. By using these steps the skier can prolong his momentum if the grade is upward and increase his speed if the grade is downward. The steps are made exactly as if the skier were wearing skates, but the legs are kept wider apart and the weight farther forward. The skier pushes off with one ski, glides along on the other, crouches over it, and at the end of that stroke pushes off again and glides on the other ski. The legs produce the drive, but some additional impetus may be gained by pushing with the poles at the moment of shifting the weight from one ski to the other.

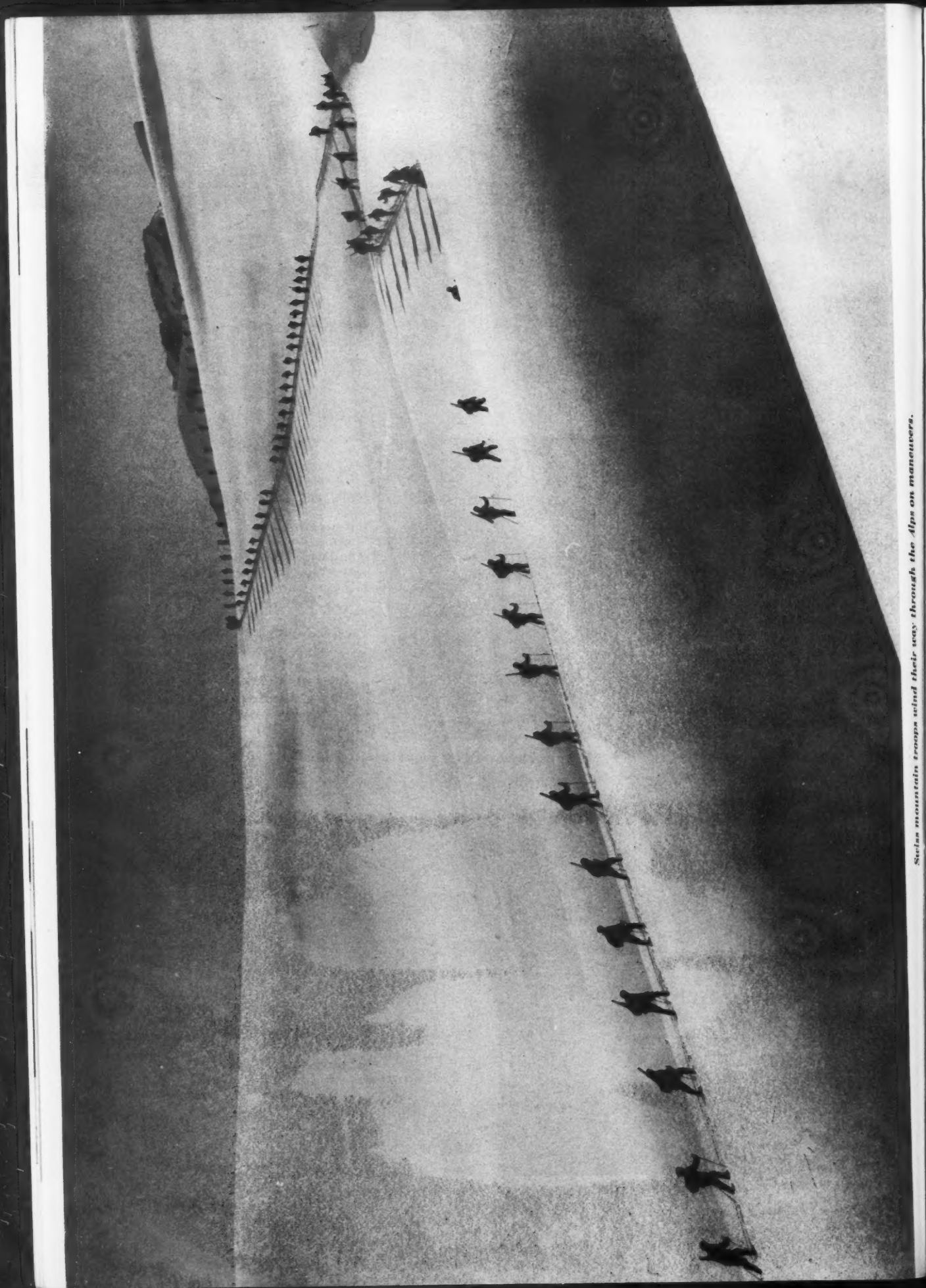


5. passes top of hump in deep crouch, and because . . .



6. terrain is smooth, remains crouched on far side.





*Siberian mountain troops wind their way through the Alps on maneuvers.*

# Ski Metropolis

The Eastern Slopes offer the skier every type of accommodation and downhill thrill.

By FRANCIS MANCHESTER



Mount Washington forms a background for Hannes Schneider's daughter, Herta Schneider, here riding the Skimobile at North Conway's Cranmore Mountain.

AT THE risk of making a garbled mess out of our democratic heritage, I am going to state that in New Hampshire's Presidential Range, Mount Washington is king; and (to further obfuscate matters by mixing in a little anatomy) Mount Washington is also the backbone of the Eastern Slopes Region. But just a minute: there are a few facts you'll want to know before we travel on.

Mount Washington has drawn man's attention to the region ever since Verazano sailed up the New England coast in the 1500's and saw the northern mountains white and shining in the distance. But it wasn't until about a hundred years ago that the region began to produce its principal product — pleasant vacations. Members of the Harvard faculty were the first to use the country as a place to spend the summer, and later came the poets — Whittier, for instance — and the artists; these became the first publicity agents of the region, for their poems and their pictures caught the public fancy and the rush was on.

But for a long time the region catered to summer visitors only. Russells, which opened in Kearsarge in 1863, claims to be the first Inn in the region where the customers indulged in winter sports. Members of the Appalachian Mountain Club visited Arden Cottage, now a part of

Wentworth Hall in Jackson, in 1882 and 1883. Thereafter winter visitors to the region steadily increased — school groups to Russells and to Bellevue in Intervale, college groups to the Moody Farm.

Then came skiing — and in the early 1930's the snow train. Bill and Betty

*Riding high on Thorn Mountain lift.*



You don't have to be an expert to use the Black Mountain T-bar at Jackson.

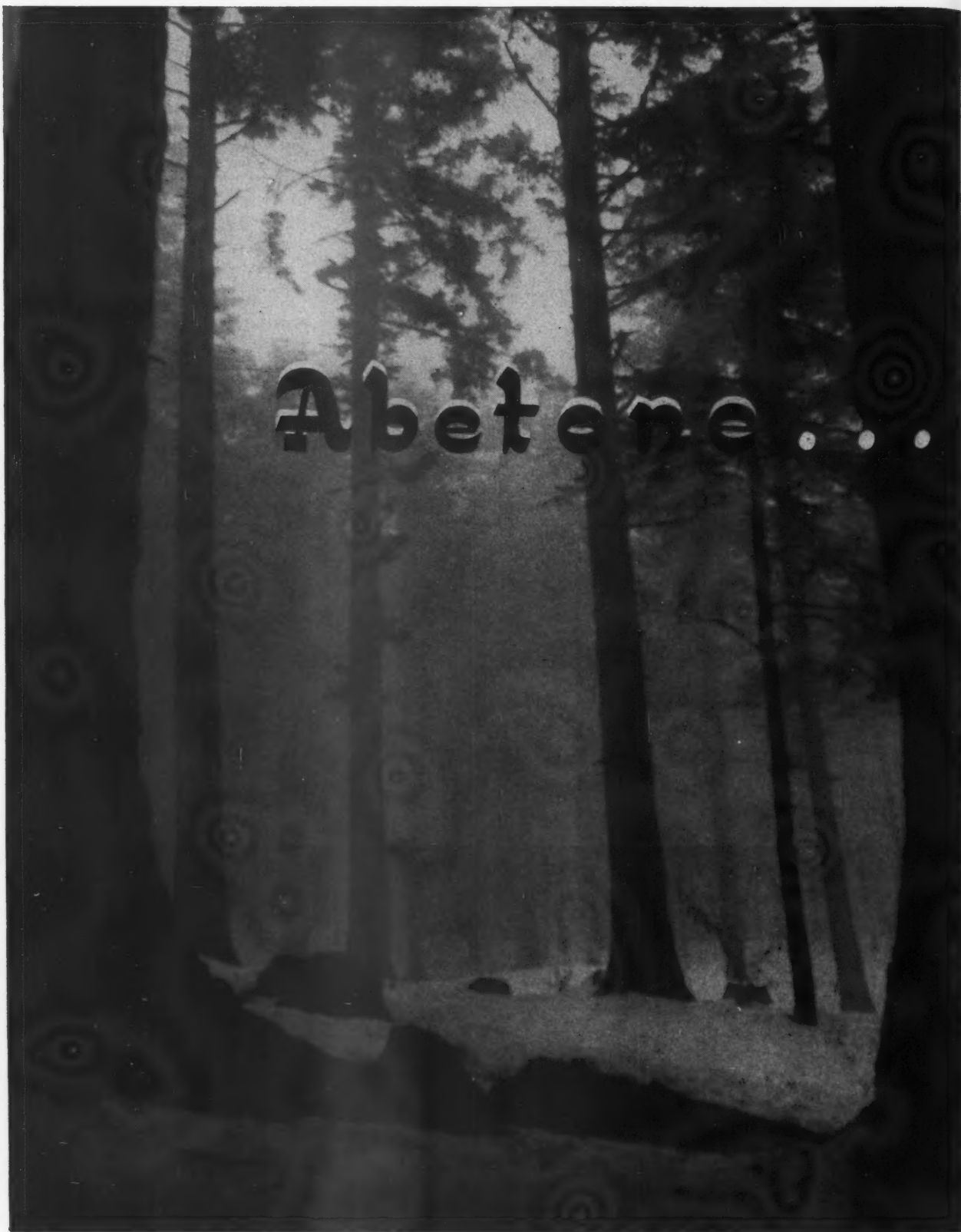
Whitney bought the Moody Farm, installed a rope tow, and Whitney's Hill became the most popular ski spot in the region.

In the late 30's things began to hum — from Pinkham Notch to Jackson, from Intervale to Kearsarge and on down through the Conways. In Jackson, Carroll Reed opened the Eastern Slope Ski School as a branch of Hannes Schneider's Ski School in St. Anton, and brought Hannes' top instructor, Benno Rybizka, from Austria as ski master. Not long after this the late Harvey D. Gibson took over the Randall House, bought out Reed's interest in the Eastern Slope Ski School, and brought Hannes Schneider from Austria to run it. George Morton was persuaded to invent and install the unique Skimobile, a huge slope was cleared, and Cranmore Mountain was born.

Other slopes and lifts and inns, to accommodate the crowds, followed in profusion. Even during the war, when gasoline was rationed, the area more than held its own, for skiers continued to pour in on ski trains. Fortunately there was — and is — plenty of snow. The region is in the snow-belt of New England and on the lee side of the highest mountain in New Hampshire.

(Continued on page 27)







**I**N American skiing circles — even among some racers as well as among those who organize races — there seems to exist a notion that champions can be made only by providing promising young skiers with ideal conditions. Unless they are put where the longest, widest, best slopes end right in their backyard, where they can practically roll out of bed to the terminal of a super-chairlift, their chances in modern competition are almost hopeless — or so the thinking seems to go.

But is that the answer? True, every racer needs occasional high-speed training on long, open slopes. But to think that a steady diet of skiing among all the facilities furnished by a luxury resort will automatically turn a promising young racer into a champion is a grave mistake. On the contrary, it is by making it tough for them that you make tough skiers. The best proof of that I saw this year, in a place where ski champions grow whole-

to the mountains in 1907 by some fearless Florentine noblemen. Pietro Petrucci, who copied the Norwegian models in pine wood, was the first native to embrace the new sport which soon found other enthusiasts in the little lumber town. The first experiments were, of course, somewhat puzzling. The Italians had heard that the Norwegians managed to make big jumps with the long boards. So, when the snow started to cover the slopes and buildings, they simply went up to the top of the Hotel Regina and jumped off the roof. Somehow, the results were not quite what they had expected.

But an Abetone never gives up. In the months and years to come, the sportsmen of Abetone gradually combined what they had heard about skiing in other parts of the world with what they could find out by their own experience, and evolved a technique that allowed them to weave their way through the forest

be held, even grandfathers and grandmothers turn out with skis and shovels to help prepare and pack the course. If the team has to attend a big race far away, everybody sacrifices and contributes to help them along. And the team members, in turn, try to reciprocate. Untiringly they train, whip through their forest slaloms, take the bumps and the soggy snow. Hard and tough from their sparse mountain life, they avoid excess and overindulgence. Their unequalled fighting spirit and perseverance have become proverbial.

(Continued on page 28)

## Where Skiers Are Made

sale; a town that isn't even in the Alps, a town that hardly anyone in America had ever heard of till it came into the limelight this spring, the little Italian town of Abetone.

Abetone, in Italian, means "Big Pine" or "Big Fir-tree." The giant fir still stands which gave the town its name back in 1778, when the first road was laboriously pushed through the narrow Apennine pass, only fifty miles from Florence. And the big trees which cover the surrounding slopes still furnish the livelihood of Abetone's lumberjacks and woodchoppers.

The people of Abetone are friendly, simple, frugal. Most of the men work in the woods. During the summer they fell and cut the mature trees which have been carefully selected and marked by the forester. Then, in October or November, when the first snow falls, they fasten the logs to wooden runners and, standing on the runners, they guide the heavy and dangerous loads down the mountainsides into the valley.

The snow covers the mountains around Abetone from November to May. It is rarely very good for skiing — but then, the Apennines are not the Alps. Yet, though the snow may not be ideal and the terrain is definitely on the difficult side, it is the closest ski area to the more southerly regions of Italy. Thus Abetone has become quite a little winter resort. There is a ski school and a chairlift and sled-tow. There are even trails cut through the forests, for the benefit of the city skiers from Florence and Bologna who can't be expected to slither through the trees like the Abetonesi.

By now, Abetone has quite a ski tradition. Some of the old timers still remember the first pair of skis seen there; they were imported from Norway and brought up

with surprising agility and grace.

The year 1922 witnessed the founding of the Ski Club Abetone, whose fiery red sweaters and parkas were destined to become known and respected on all the great race courses of the world. The Petrucci family continued to lead Abetone skiing, Cimone Petrucci doing much of the organizing work and Gualtiero Petrucci, who anticipated the "parallel" school of skiing, serving as guide and instructor for the young ones.

But skiing in Abetone is not a one-family affair. The whole town lives with and for its ski team. If a local race is to



### Meet Champion

**Zeno Colo**

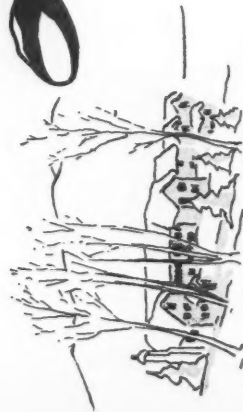
By  
**DICK DURRANCE**



Colo jumps for Dick Durrance (right) and Bill Brown at Cortina d'Ampezzo.

# THE Laurentians

## NORTH OF MONTREAL



### THE TREMBLANT CLUB

MONT TREMBLANT, P.Q.

The Tremblant Club, a rambling log building facing famous Mont Tremblant. Superior accommodation and friendly atmosphere. The finest skiing area in Quebec. Your hosts, Slim and Ruth Lindsay. Rate \$7-15 per day. American Plan, meals included. For reservations write The Tremblant Club, Tremblant, Quebec.



### CHATEAU BEAUVALLO

MONT TREMBLANT, P.Q.

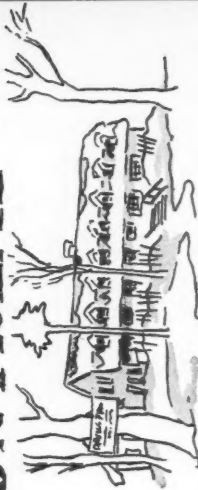
Small informal ski lodge, 1 1/2 miles from lift. Two- and three-room cottages with bath. Ideal for house parties. \$7.00-\$10.00 per person. American Plan. Henry C. Stokes, owner. All Mont Tremblant Lodge facilities open to guests.



### MONT TREMBLANT LODGE

MONT TREMBLANT, P.Q.

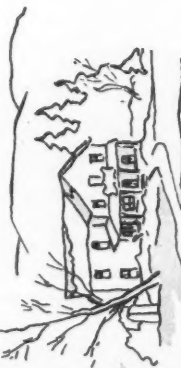
A skier's village at base of Laurentians' highest peak. Most complete ski resort in the East—lodge, inn & cottages. Rates, \$9-18 A.P. Two chair lifts, one T-bar, two rope tows—All-day ticket \$4.50, single ride 50¢—Rope tows 2 rides 25¢. Miles of wide, well-maintained trails and open slopes—new skating rink—Beno Kydzka Ski School. For reservations, write John H. Singleton, Gen. Mgr.



### DEVIL'S RIVER LODGE

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At base of Mont Tremblant North Side chair lift. Famous Sisay Schuss, Devil's River and Lower Mont Tremblant trails converge at Devil's River. Excellent skiing. For reservations and facilities of Mont Tremblant Lodge. For reservations, write Johnny O'Keefe, Mgr., Devil's River Lodge, Mont Tremblant Lodge, P.Q.



### CHALET DES CHUTES

MONT TREMBLANT, P.Q.

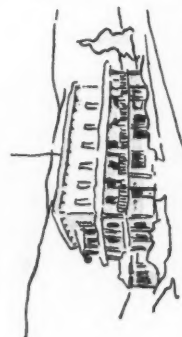
A cozy, comfortable little inn well known for its superb cuisine and friendly atmosphere. Located within minutes of the ski lift. For reservations, write Leo Samson, Proprietor. Rates—\$5.00, \$6.00, \$7.00 daily. Cottages with private showers available. Leo Samson, Proprietor.



### VILLA BELLEVUE

MONT TREMBLANT, P.Q.

The Sportsman's Paradise in the Province of Quebec near the famous Mont Tremblant. Superior accommodation and friendly atmosphere. Fine quality cuisine. Dance hall. Cocktail lounge. \$6.00 per day A.P., \$35.00 to \$38.50 per week. Write for our folder. MU 7-2435. 516 5th Ave., New York City.



### MONT TREMBLANT HOTEL

MONT TREMBLANT STATION, P.Q.

A comfortable modern hotel within a minute of C.P. Ry. Station. Provincial bus right to the door, by Auto Highway 11. Ample taxi and bus service to Tremblant chair lift only 1 1/2 miles away. Moderate rates—\$5.00 daily incl. meals. Special weekly rates. Can. funds. Write—Wire—Phone for reservations.



### ST. JOVITE HOTEL

ST. JOVITE, P.Q.

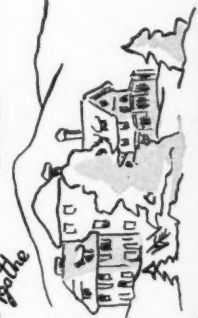
A comfortable hotel in the Mont Tremblant sector, heart of the Laurentian ski land. Renowned for its truly French-Canadian hospitality and cuisine. Theatre and heated garage next to hotel. Phone St. Jovite 44, or wire for reservations.



### MANOR HOUSE

ST. AGATHE DES MONTS, P.Q.

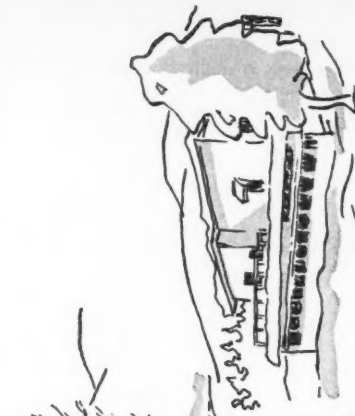
Plan your honeymoon at holiday at Canada's favorite year-round resort. With its own casino and party, entertainment, sparkling shows—weekly cocktail party. Rates \$9.00 to \$17.50. Honeymooner's table.



### GRAY ROCKS INN

ST. JOVITE, P.Q.

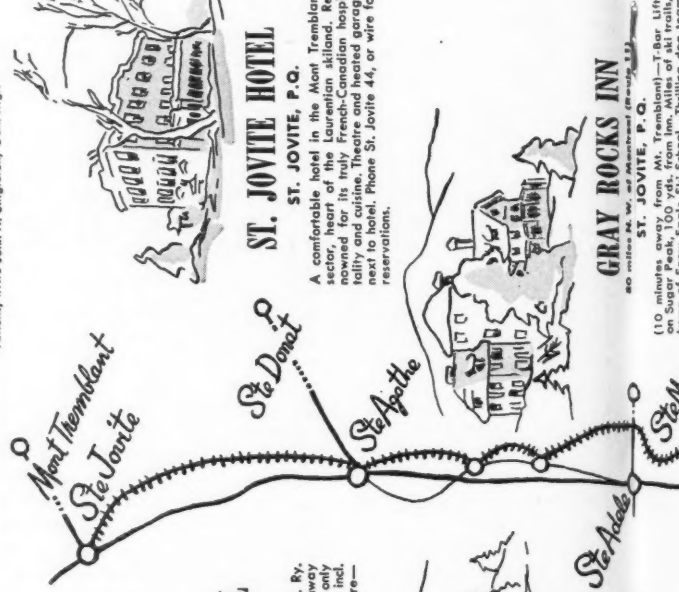
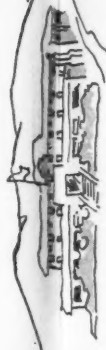
110 acres, snow-covered hills, 100 ft. Bar Lift on Sugar Peak 100 yds. from inn. Miles of ski trails, home of Snow Eagle Ski School—Thrilling dog team



### AU PETIT CHATEAU

ST. JOVITE STATION

A cosy little hotel in the Tremblant district. Rooms with running water, excellent meals, fully licensed cocktail lounge, modern bar. For reservations, write Daily, 516 5th Ave., New York City. Phone St. Jovite 10. New York Agent, Irene Van Auker, 516-5th Avenue, MU 7-8455.



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Plan your honeymoon at holiday at Canada's favorite resort. Two honeymoon packages—Sun, Sun, Sun—orchestra, two honeymoon packages—Sun, Sun, Sun—orchestra, two honeymoon packages—Sun, Sun, Sun—orchestra. Rates \$9.00 to \$17.50. Honeymoon folder.

**ST. JOVITE, P.Q.**  
(10 minutes away from Mt. Tremblant)—T-Bar Lift on Sugar Peak, 100 yds. from inn. Miles of ski trails, home of Snowed-Out Skiing, Snowed-Out Skiing, etc. Genial atmosphere—Dancing—Rates \$6.50 to \$9.50 with meals—Inquire about LEARN TO SKI WEEK SPECIAL RATES, Harry R. Wheeler, Host & Manager.

**JASPER IN QUEBEC**  
**ST. DONAT, P.Q.**  
Fast downhill runs for intermediate and expert. Giant 4,000-ft. Gondola lift—ready to go. Special Baby T-bar on practice slope for beginner. First novice downhill trail. Ski school under Alf Binette, R.S.I. First in French, Italian and American cuisine. Modern Lodge and Chalets. Rates \$8.00 to \$10.00 incl. meals. Express Bus from Montreal stops at our door. Write for folder, Jasper in Quebec, St. Donat, P.Q., Tel. St. Donat 57 (Via Ste. Agathe).

**ST. MARQUERITE**  
Luxurious Laurentian resort, where skiing is at its best. Gentle slopes for the novice—Hill 60 and the Twin Slopes to thrill the expert. Two modern ski towns. Spacious lounges. Cozy bar. Charming chalet and 12 cottages. One hour from Montreal. Write or wire for reservations, or contact your travel agent.

**STE. ADELE LODGE**  
**STE. ADELE-EN-HAUT, P.Q.**  
A distinctive year-round resort atop a quaint French-Canadian village just 45 miles north of Montreal. Famous open slopes "40" and "80" with electric lift, ski schools and skating rink. Room, bath, suite, daily, each \$11.00 up. Cottages (4 persons) \$11.50. Suite \$16.00. Inquiries invited. Emile Martin, Manager. Box 170, Ste. Adele-en-haut, P.Q. Tel. 3355.

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Add to the pleasure of your skiing vacation by travelling Canadian National—America's Largest Railway System. Direct "Name" trains to Canada. Canadian National offices in principal U.S. cities.

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and information, write or wire W. P. Rogers, Gen'l Mgr., Sun Valley, Idaho, or Union Pacific Railroad, Room 1497, Omaha 2, Nebr., or see your local travel agent.

## Dream House

(Continued from Page 17)

know that those so afflicted would park their cumbersome boots on those leather sofas despite protruding nails, plates and buckles. After a battle, we won our point, and went on to the guest rooms. Here the decorator got his way, and the result was attractive, functional rooms with rest-inducing colors.

Item after item was scratched from our endless list of furnishings. We have only one and a half dozen too many down-filled pillows taking up precious storage space. Again, our advisors did not comprehend that, after a day on the slopes, a guest doesn't even need a bed, let alone two pillows under his weary head; he can sleep on the floor in great comfort.

On to the dish department. Hotel-weight china is uninspiring, at best. Our only choice in available ware was some horrid, washed-out, would-be Spode. Visualize a skier's breakfast egg on one of those plates! The one cheering thought was that the unattractive stuff was relatively inexpensive.

About this time we needed a recess from shopping, so back to Aspen. To our surprise, the lodge had taken shape and, as is the way with empty rooms, it seemed that our recent furniture acquisitions would never fit in the prescribed dimensions. Along with that worry came the shocking realization that a name had never been approved for our ski haven. "Snowed Inn"? "Hodgepodge Lodge"? Nothing appealed, nothing seemed right for both a winter and a summer name. Finally, THE PROSPECTOR LODGE was christened at a party in Aspen, which, as a town, is rich in mining lore. We were prospecting in every sense of the word; the name was appropriate to any season, and thus another weight was lifted from our shoulders.

Back in Chicago, we made a great discovery, in a display of barbecue ware — dishes with an old prospector panning for gold, and immediately available. The fact that they were four times as expensive as the original selection meant whittling here and there on a lamp or a picture. But it was well worth the effort, for now our hearty breakfasts could be served with style and color.

The grand opening of the lodge occurred just a month later than anticipated, after a hectic session of cleaning, waxing and other such chores, following the exodus of hordes of workmen.

With the lodge opened and partially filled with guests, we found there was no time to ski. Learning to operate a lodge, with its complex problems, took all our time and energies. There the tale ends! We found a permanent cure for ski fever. The recovery period is a bit expensive, but is rich in the compensation of meeting those still-infected, wonderful guests — the skiers.

## Ski Metropolis

(Continued from Page 21)

The Eastern Slopes Region has been fortunate in having a slow and natural growth. Many ski areas have been built miles away from facilities of any kind; but the Eastern Slope had no such problem. Churches and a hospital, fine hotels and modest hostels, drug stores and shopping centers — all have grown up with the region; none had to be added as an afterthought. Accustomed to summer visitors, the local people welcome skiers and want them to feel at home — even though they may be slightly crazy.

Two years ago, two major ski areas were opened in Jackson: Thorn Mountain Chair Lift and Black Mountain Constam T-bar. But these large additions to the Eastern Slope were running at capacity last year right along with the older developments at Cranmore, Intervale, Spruce Mountain, Bald Hill, and Pinkham Notch. People from all over New England love the area, and no amount of expansion seems to be enough to satisfy them.

The average skier's interest in an area is only partially devoted to the tows available and the slopes skiable. At least one quarter of his time and interest is concerned with what he can do at night — and on the Eastern Slopes he can do plenty: He can wine and dine at the Presidential Inn, The Slalom, The New England Inn, Iron Mountain House, and many others; he can dance at the Village Barn.

And the final unique feature of the region is the abundance of fine ski shops, equal if not superior to the big city specialty or department stores. Top skiers buy their clothes and equipment in these shops because the quality, style, and design are among the best obtainable — and prices are among the lowest anywhere.

Hannes Schneider, who has seen most of the ski areas in Europe and America, tells us, "The Eastern Slope Region is one of the best developed ski areas in the East now, and more ski facilities will be available here every year." What higher praise could we desire?

### MORAL REFLECTIONS

Now's the season when the bear  
Slumbers in his wintry lair.  
Skiers, wotting nothing of him,  
Sweep across the slope above him.

Wicked skiers, when they die,  
Are reborn as bears, to lie  
All winter, comatose, below  
Solid base and powder snow.

But a virtuous bear may hope  
To attain the heavenly slope,  
Strap on skis and greet with wonder  
Snow not over him but under.

BILL BREYFOGLE

## British Columbia

(Continued from Page 14)

posed to a lot of sun. The six jumps, from a 10-foot beginner's hill to a 250-foot bone crusher, are the town's main claim to fame. Bill and Bert Irwin, members of the Canadian Olympic team, live in Princeton; and Pop Irwin, their father, by fixing the skis of the local kids with tin from Amber Tobacco cans gave a name to the local ski club — the Amber Ski Club.

Revelstoke, scene of last season's Tournament of Champions, is another B.C. town famous for its jumping hill — the Nels Nelson hill, named after one of Revelstoke's most famous ski figures.

But there are also excellent slalom and downhill runs less than fifteen minute's walk from the post office.

For those who like to work for their skiing, Garibaldi Park is the place. No tows, lifts or jumps mar the spectacular Alpine scenery, and snowfalls average thirty or forty feet. The Diamond Head Chalet, run by Emil, Joan, and Ottar Brandvold, has a third story entrance which becomes the only entrance as soon as winter is well under way. Skiers, photographers, mountain climbers and just plain citizens enjoy Garibaldi as it is, but some day it will be the scene of really big developments. When that time comes, Garibaldi will be the finest area for skiing on Canada's west coast.



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JOHN H. SINGLETON, General Manager

## Where Skiers Are Made

(Continued from page 23)

Fighting spirit and perseverance — those have become the marks of the Abetone skier. There was, for instance, a skinny and very small boy among the young Abetone Ski Club hopefuls. Very early he develops a fluid and graceful style; everyone admits that much, but, alas, he seems overly cautious, even scared. Still, as he grows up he eventually makes the team and goes along to the big races. He still is cautious and slow, but he certainly is steady; never fouls up completely, but always comes in somewhere between 40th and 50th in the fields of 100 or more competitors. But it is clear that he is watching and learning. During the war, Colo is interned at Mürren, in Switzerland. Here he is able to train, practise and perfect the style that will bring him to the top after the war. He learned a great deal from the Swiss aces, who nicknamed him "Blitz".

After a while, he always comes in in the 30's, then the 20's, the 10's, and finally his name is regularly to be found among the first ten in every big race. That's when Zeno Colo becomes a member of Italy's national team. Still, he is known more for steadiness than for flash and speed. Leo Gasperi, the Austrian coach of the Italian team, once calls him *tappa buchi*, "the lid for the hole," the

ever-useful stopgap or substitute on a team which he can't quite make as a star in his own right. Next day, Colo counters by forerunning the big Cortina world championship race within one-fifth of a second of winning time. After that, his name is more and more often among the first or in first place. In the 1948 Olympics, a memorable spill wrecks his chances. He comes back to win the following season's Kandahar, but when he arrives in Aspen for the 1950 FIS World Championships, he is still preceded by a St. Moritz-built and newspaper-fostered reputation as a "wild man." He proves to be just the opposite: a steady, determined, intelligent skier. He wins the World Championships in Giant Slalom and Downhill, misses the Slalom by only a fraction of a second; a week later sweeps the North American Championships at Banff against another impressive international field. It is an incredible performance which stamps him, for the moment, as the best skier in the world.

Another Colo record: on the Matterhorn glaciers above Breuil, without the lead-weighted skis, streamlined suits and other trappings of the St. Moritz Flying Kilometer, with just his regular skis and equipment, he reaches an electrically-measured speed of 159.291 kilometers —

almost exactly 100 miles per hour. Zeno Colo: once the kid who was scared to go fast — now the fastest skier of all time. Fighting spirit and perseverance.

But Zeno Colo is not a unique phenomenon in Abetone; he has simply become the latest, the best-known among the small town's great skiers. There are so many others: Gino Seghi, coach of the Italian Team; Franco Sisi, one of Italy's best; Olinto Petrucci, Italian slalom champion; Averardo Chierroni, Italian cross-country champion; Sandro Sabattini, former Italian slalom champion now residing in Aspen; Zanni Rolando, a leading international racer despite the loss of one eye in childhood. And finally, there are Abetone's two other world-championship representatives: Vittorio Chierroni and Celina Seghi. In fact, the record of the Abetone Ski Club may well be unequalled: its members have captured a total of more than 40 Italian national titles; four world championships; several Kandahar titles; three North American Championship titles, and the absolute world speed record.

And all this in spite of the smallness of the town, the difficulty of the terrain and prevailing snow, the fact that Abetone isn't even in the Alps.

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# Fred C. Bellmar

## New NSA President

THE election of Fred C. Bellmar to the presidency of the National Ski Association (NSA) was a natural, for he has actively worked for the good of the sport of skiing for many years.

Fred started his career of giving aid and comfort to skiers in the early days of skiing in Colorado. He helped to organize, finance, and build the first skiing area in Colorado at Berthoud Pass, and later did the same for the area now known as Winter Park at the western terminal of the Moffat Tunnel. At the present time he is vice-chairman of the executive committee of the Winter Park Board of Managers.

In 1939, when the Western Amateur Ski Association broke up into the Northern,

ceded in getting the Southern Rocky Mountain Ski Association recognized as one of the divisions of the NSA, and he also succeeded in persuading the NSA to hold the 1941 Downhill and Slalom National Championships at Aspen, Colorado.

Continuing active in the Southern Division of the National Ski Association, he organized ski patrols, helped select men for the 10th Mountain Division during the war, and was always ready to help with any dull and cold but necessary job at races. In recognition of his untiring efforts in behalf of skiing, Fred has served on virtually every committee formed to further the sport of skiing in Colorado and in the southern Rocky Mountains. Since 1948 he has been a vice-president of

the NSA, and his present high office dates from the national convention at Sun Valley in the spring of 1950.

In addition to all these official activities, Fred finds time to be an enthusiastic downhill skier himself, and to follow the fortunes of the University of Denver football team, to raise a family—two sons, Fred, Jr. and Ricky—and to perform his important executive duties for the Public Service Company of Colorado, with which company he has been for years.

With his tremendous energy and executive ability Fred Bellmar is certain to make a fine president for the NSA throughout the coming season. Joining the several divisions of the NSA, *SKI MAGAZINE* salutes the new president!



Fred Bellmar, tireless ski-organizer.

Southern, and Intermountain divisions, Fred became recording-secretary for the Southern division, and later represented the new division at the National convention in Minneapolis. At that time he suc-

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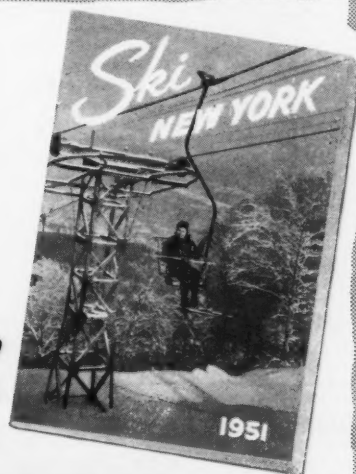
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## Some Trail Names Are Menaces

By  
**J. A. Wales**

SOME years ago, in *Ski Illustrated*, I advanced the idea that giving ski trails and slopes such "horror" names as *Suicide Six*, *Madman's Spin*, *John Doe's Misery*, and *Slaughterhouse Slalom* (and I didn't make up these and the thirteen similar names quoted in my article) must have given many non-skiers the impression that skiing was too dangerous a sport for them to consider.

A further sifting of ski semantics suggests that there is a tendency to give the easier slopes and trails names that cause novice skiers to shun them at times and risk life and limb on the steeper terrain where unskilled riders have no business to be.

The motivations here are pride, shame, *amour propre*, and that show-off tendency inherent in greater or less degree in all of us.

Consider the case of a young man who shows up at a ski resort. In his party there is a girl whom he wishes to impress. When she asks him where he is going to ski today, he is ashamed to tell her that he thinks he should stick to the *Sissy Schuss*, or the *Tyro*, or the *Nursery Slope*. So he breaks both ankles on a trail that is beyond his ability. Human nature and human anatomy are both frail.

Ski ground operators who choose such "Milquetoast" names for novice terrain undoubtedly do so with good intentions. They think they must make it unmistak-

ably clear that certain trails and slopes are set apart for timid souls. That would be all right if enough people had a sense of humor and would laugh at the joke on themselves. But the vast majority — and that means by far the greater number of skiers, who are novices — are not amused. They are insulted, and they feel that the operator regards them with scorn and condescension. It's poor psychology.

How much more sensible and considerate is the policy of Janet Mead, whose three principal descents on Little Pico are known only as A, B, and C, being, in the order named, for expert, intermediate and novice-intermediate skiers. Or consider the example given by Walter Schoenknecht, whose many trails at Mohawk Mountain bear Indian names. Roland Palmedo has given the principal trails at Mad River Glen such pleasing and appropriate names as *Porcupine*, *Calamound*, *Fall-Line*, and *Grand Canyon*.

Regardless of nomenclature, skiers who belong on the less dangerous slopes will have no difficulty in identifying them when arriving at a ski resort. They are more intelligent than some operators seem to imagine.

It is not only the novices who are aspersed by "Milquetoast" names. I have in mind a successful New York surgeon, whose form and speed on skis, gained during winter vacations at Davos, have long been the despair and envy of his

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friends. But since spraining an ankle and breaking two fingers on a downhill run in the Berkshires, he has confined his skiing to practice slopes. He does not wish to be kept from his operating appointments for several weeks.

Among others who are well able to ride the steeper trails but prefer to take things easy on the safer, lower slopes are elderly men and women who have skied proficiently for many years. Why humiliate them, along with the snow-bunnies?

The ski operators, by and large, are our best friends. Where and how could we ski without them? Who among us could bear with sportsmanship and equanimity the staggering losses that the Eastern boys have taken during the past two heart-breaking winters? The suggestions offered in this discussion to the ski operators are put forward in a constructive spirit, in the hope that the few who have named their terrain with "horror" or "Milquetoast" designations might consider them.

Let us all hope that some day some sort of skiing millennium will come to pass—and let's not assume that this consummation, so devoutly to be wished, is too far off—a bright day when almost all skiers will understand that adequate instruction, skiing under control at all times, the use of safety bindings and the regular taking of ski-conditioning exercises are the *sine qua non* of safety and real enjoyment of the sport.

But someone, some organization, should—in fact, *must*—educate the skiing public to that end. The National Ski Patrol System is the logical agency for the job, but it can never do it without our support. It cannot even survive as an organization for preventing and caring for accidents and saving lives, let alone conducting a strong, nation-wide safety campaign, unless you and I provide it with the sinews.



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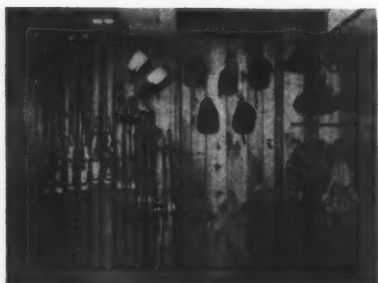


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## The Canadian Ski School

By

NAOMI BRISTOL

**W**HEREVER you go to ski in Canada, whether it be the Rockies, the Laurentians, northern Ontario or a Maritime resort, you receive the same type of instruction, by professionals trained in the same hard school. The method they teach is the one best suited to the varied slopes of this country.

The Canadian Ski School, acknowledged to be the best ski instructor training course in North America, sends its qualified instructors to clubs and resorts across the country. A Canadian skier, or an American visitor, off for a winter vacation, can struggle with the snow plow at Mont Tremblant in Quebec, and the next year swing into stem christies on Mount Norquay in Banff. With no conflicting schools to bewilder him, he can continue the same training at different ski centers until he is doing smooth, parallel turns.

It is thanks to the Canadian Amateur Ski Association, parent body of skiing in Canada, that the school came into being. Back in 1938, Wilf Bernier and others of the CASA executive decided to try a test school in the Laurentians, in order to get the pros there to agree on one technique. If successful, it was planned to spread the schools across Canada. Heinz von Almann conducted the first school at the Alpine Inn.

The next year Louis Cochand set the movement on its feet with his school at Chalet Cochand. For the next four years Herman Gardner, with the help of Hans Faulkner, held annual schools in different parts of the Laurentians. Gardner, who was killed in a snow slide in the Rockies in 1944, is credited with doing more for Canadian ski instruction than any one else. The success of his teaching was proved by the young racers he trained,

among them Rhona and Rhoda Wurtele.

After the war, Louis Cochand returned to head the school for three successive years. This year the school will be held in December, at St. Sauveur, with Roger Trotter again acting as chief examiner. No longer are its chief instructors European. The school, and its teaching manual, are now wholly Canadian.

After the war the Canadian Ski Instructors Alliance had been organized to standardize technique and supervise the operation of the schools. Between the Canadian Ski Instructors Alliance and the Canadian Amateur Ski Association, the idea of travelling ski schools was born.

In this, Ontario, with its winter promotion branch of the department of travel and publicity, took the lead. Realizing that good ski instruction was a must at winter resorts, the government subsidized the schools as an investment in the tourist business. Like European governments that have made winter holidays one of their biggest industries, the Ontario government was the first major governing body this side of the Atlantic to subsidize ski instruction.

Under the direction of photographer, publicist and ski instructor Clint Melville, the first Travelling Ski Schools recruited potential instructors from clubs in the Gatineau, southern and northern Ontario, Lake Superior and Manitoba ski zones, for the first classes at North Bay and Fort William, Ontario. Now the Canadian Travelling Ski Schools hold regular sessions each winter, at far-flung points, drawing pupils from the whole of Eastern Canada. The governments of Quebec and Manitoba have joined Ontario in helping with expenses.

Banff, too, holds annual ski schools in the west, teaching its pupils the same technique.

Any club, resort or hotel which wants to provide qualified instruction, sends someone to the Canadian Travelling Ski School nearest the area, or the Canadian Ski School in Quebec. It is a three-year course. After the first and second years, graduates become assistant instructors. When they have taught skiing professionally for at least two winters, and successfully completed the final year which must be taken at the Canadian Ski School, they achieve a Registered Ski Instructor's badge, highest honor for teachers of skiing in Canada. They are then capable of taking over any ski school.

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cinch. The school days, which last from seven in the morning until ten at night, take in both outdoor skiing instruction and indoor lectures. Subjects taught include first aid, ski school operation, what every hotel employee should know, history of skiing, equipment, knowledge of ski terrains throughout Canada, guiding instruction, and a general knowledge of skiing throughout the world.

Examiners take into account the student's appearance and manner, choice of ground, control of class, explanation and delivery, demonstration, detection and

Walking, falling and getting up again, climbing and downhill running are the first things taught. The beginner is led into turns through the snowplow and the stem turn. He is told to rotate in the opposite direction first (abstem) before swinging into his turn.

To gain the balance necessary to narrow his turn to a Christiania, the skier is taught side slipping. Then he learns the stem christie (same as the stem turn except that it is done faster and on a steeper slope, so that the feet come together in the later part of the turn). When he



Some of the top exponents of the Canadian way of skiing are from left to right: Rolland Belhumeur, Fernand Trottier, Roger Vigneau, Johnny Anderson, Roger Trottier, Clint Melville, and Ross McFarland.

correction of mistakes. So stiff are the tests that of a school of 75 in all three years, eight is the highest number to have won their Registered Ski Instructor pins. Qualifications for assistant ski instructors are equally high.

The Canadian Ski Technique taught by the school is an outgrowth of the Alpine, Swiss, Arlberg and French techniques. Acknowledged to be one of the best in the world, it is designed to teach the beginner and the average recreational skier safe, controlled skiing, so that he can get the most out of the limited amount of skiing he can do each season. Elements of racing and jumping are also included.

finally masters the pure christie, he is going at high enough speed to do the windup without dropping his lower ski to a stem position. Excessive forward lean and additional rotation induce a pure, side slipping turn.

Such, basically, is the technique taught by the Canadian Ski School and its graduate instructors across the country. Every year the schools expand, turning out more instructors who return to develop skiing in their own community. (Americans are welcomed at the schools too.)

Thanks largely to the efforts of the Canadian Ski School, Canada is becoming a nation of skiers.

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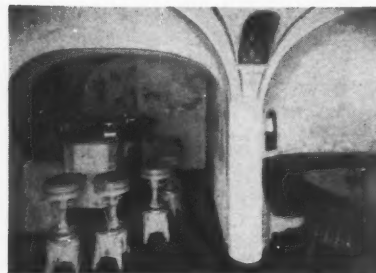
The Chesa Grischuna, in the town of Klosters below the Parsenn run.



Oldtimers love to sample the Swiss wines stored in the hotel's cellar.



Hand-blocked linen prints, typical of the Grischuna's charming decor.



The basement bar of the Grischuna suggests a time-dimmed klosterkellar.

# Klosters

THE center of skiing life in the little Grisons town of Klosters, Switzerland, is the Chesa Grischuna, a charming hotel built in the old Swiss Romansch style of architecture. Klosters lies just below the famous Parsenn run, which is accessible now from Klosters by a new cable car directly up the Gotschma (you have to learn to schmack your lips at Klosters — to pronounce the Romansch words as well as to express appreciation for the famous local foods: *Bundnerfleisch*, the thin shredded beef of the countryside; *Salsis*, a remarkable sausage; and *Fondue*, made of cheese, white wine and kirsch).

THE Chesa Grischuna (subtract the schmacking and you get "Grisons House") has been constructed and furnished with much individual detail. There is characteristic Swiss hand carving throughout the woodwork, and many of the bedrooms have hand-blocked linen prints on the walls instead of paper, a touch of the old which does not prevent them from having the most up-to-date radio reception and the most modern kind of bathrooms. Again in the basement there is a charming bar with tables in alcoves that suggest an old *klosterkellar*. Here presides Willi, barman without peer, who is only too willing to double as transportation for pretty ladies with legs in casts from skiing accidents. Willi's more serious occupation consists of mixing cocktails such as this one (his "Special"):  $\frac{3}{7}$ ths gin;  $\frac{2}{7}$ ths brandy;  $\frac{1}{7}$ th benedictine;  $\frac{1}{7}$ th French vermouth; and a few drops of lemon.



A part of the hotel's dining room showing the hand-carved woodwork.



Klosters draws a cosmopolitan crowd as shown from left to right: Mrs. H. J. Heinz II; Mrs. John Smith; "Jack" Heinz of Pittsburgh; Mrs. James Laughlin of Norfolk, Conn.; Mr. John Smith of Scotland; with hair to the camera, Colette Harrison of England, and an unidentified admirer.



A 17th Century peasant chest on a landing in the Chesa Grischuna — one of many fine pieces in the Inn.



## Ski-Tailored Jobs

by Cherry Lou Fellner

TAKE a look around any ski resort and you will find the suntanned faces of college students who knock off winter quarter to wait on tables, make beds, wash dishes or work on the ski patrol. Generally, their working hours are conveniently arranged so that several ski runs are possible daily. Sun Valley, with its 750 employees, is a prime example.

There are many other skiers, in addition to college students, who have found ways to dodge work during winter months.

When the snow has melted off even the northern slopes, one ski instructor packs his easel into his car and heads for the wild, primitive areas to do watercolors and oils. Another herds sheep in Kansas, and catches up on his heavier reading.

There's a young farmer in Missouri who somehow ended up in the 10th Mountain Division. His war-time meeting with skis and poles served as the spark. He now spends three months a year travelling from one ski area to another, then goes back to Missouri to nurse along the fall grain harvest.

Fruit orchards also provide a good summer livelihood. They are not too onerous, if you can find someone to light the smudge-pots for you on frosty evenings.

About the most glamorous woman skier seen during the last few years on Aspen slopes is a New York model.

Keeping along in the sports field, one ski patrolman is a swimming instructor in the summer, another follows the Montana rodeo circuit. An outstanding college ski racer spent a recent summer escorting tourists on a chair lift to a mountain-top. After his lecture on the scenic beauties, he would load the spectators on the tow and then race on foot down the mountain to the other terminal. He maintained that it was great for keeping in condition for skiing.

And consider the ardent ski jumper in Seattle who follows the meets from October to March. In the summer he raises oysters. It seems that shellfish conveniently need care only during the warm months.

By working on hot summer days, while your friends loaf by some cool lake, you manage to spend your two-week vacation-with-pay in the wintertime at a ski resort. But if you have the will-power to leave the snowy slopes after two weeks, friend, you are one of the lucky ones. You are lucky, because you don't have to think of an excuse for the benefit of your family and society in general.

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## The Longue Lanière

By FRITZ LOOSLI

Head of the Ski Hawk School, Quebec

THE *longue lanière* was used many years ago as a ski binding for jumping and cross country racing. The mortise in the ski at that time was bored directly under the toe iron where the Huitfeld leather binding was slipped through the ski. The *longue lanière* did not give a diagonal pull when mortised under the toe iron, but gave a better support to the ski boot because of its winding process around the ankle and was, therefore, used for jumping. Because of its simplicity, the Huitfeld leather binding was preferred.

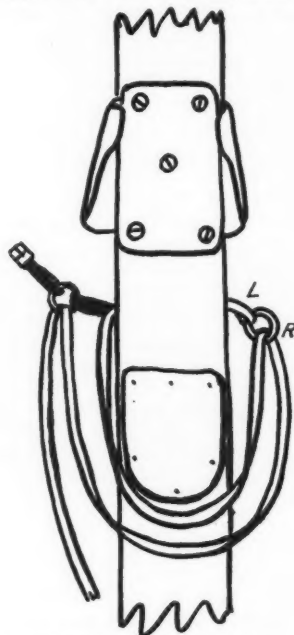
In the late twenties, downhill skiing only became very popular; the speed of the skier increased rapidly and a firmer attachment to the ski became necessary. First came the Amstutz spring, which was attached to the ankle and hooked to the ski a few inches behind the foot plate. The Bildstein heel spring succeeded the Amstutz spring, and finally came the Kandahar cable invented by Guido Reuge of Switzerland.

Why the French did not accept the Kandahar binding as readily as the Swiss and Austrians is not known, but, perhaps because the Kandahar was too highly priced, the French decided to go on using the *lanière*. They found that by bringing the mortise back closer to the heel the *lanière* would give the diagonal tension required for fast growing downhill skiing.

The *lanière's* new popularity started with the success of the French racers shortly after the last war. The general mistake made by the skier who adopted the *lanière* was to cut the mortise too far back under the heel, keeping the heel of

the boot too solidly to the ski. The best place for the mortise is half way between the back of the toe iron and the front end of the heel of the shoe as shown in the illustration, allowing the ski boot to rise.

There is no doubt that the *longue lanière*, properly mounted, will give better support to the foot than any Kandahar



Initial position of the *longue lanière*.

binding. Its greatest inconvenience is the time and trouble taken to put on the skis.

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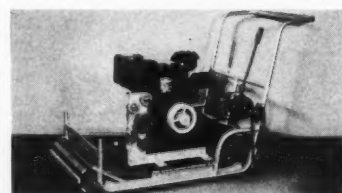


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Ski in the Sun

## LA MADERA SKI AREA

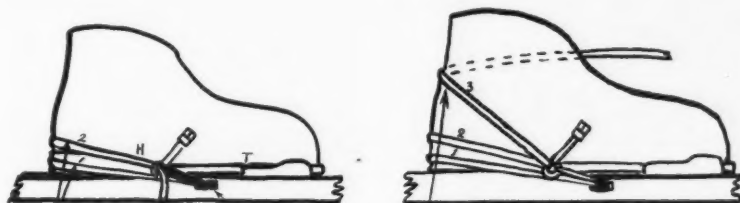
Albuquerque, New Mexico  
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Sepp Olmi, Mgr.

Although some expert skiers can slip in and out of their *lanière* in a short time, the recreational skier — and the ladies, in particular — find it quite a struggle to wind seven feet of leather strap around the foot in cold weather.

Contrary to general belief, a strong diagonal binding, such as given by the *longue lanière*, will minimize the danger of accidents due to the fact that the foot is securely attached to the ski; thus the ski is better controlled. In a forward fall, the ski has less chance to stick in the snow and will have a greater chance of re-

the skis without injury to the foot. We do not think that a beginner should use *lanières* until such time as the muscles and articulations of the ankle are strengthened, either through skiing practice or indoor exercises.

In trying to improve and speed up the lacing process of the *lanière*, some French manufacturers have devised a binding similar to the standard Kandahar — the heel spring being replaced by a strong double leather strap. The forward tightening clamp is of the Kandahar type, and the lateral support is given by a short



The boot should be  $\frac{1}{2}$ -inch ahead of the toe iron, and the mortise is placed halfway between the back of toe iron T and the front of heel H. Avoid overlapping first two loops at heel (upper left). The third loop (upper right) keeps the foot firm in the boot. Tighten each loop as you go. The fourth loop (lower left) takes in the shoe and *lanière* loops, and the fifth loop (lower right) comes around the top of the boot and finally ends up in the buckle B.



maining attached to the skier's boot without twisting off. The lateral support of the ankle keeps the boot in the axis of the ski and here again the danger of a twist is minimized. If a forward fall cannot be avoided, the beginner or inexperienced skier may break an ankle if the *lanière* does not break at the mortise; this may happen in fifty per cent of the forward falls.

Generally speaking, a good skier with his ankles greatly strengthened from skiing is able to fall forward and flat on

*lanière* fastened to the heel strap similar to the popular Arlberg strap used by many skiers with the regular Kandahar. Of course, for skiers worried about their budgets the *longue lanière* is most welcome. The price is about half of any good cable binding, the ski boot gets much less wear because the forward tension on the sole is far less than with the Kandahar or Bildstein Spring, and ski socks also get a break as the winding process of the *lanière* around the boot does not permit the heel to slip up and down in the shoe.

## CHOOSE THE SKI OF CHAMPIONS

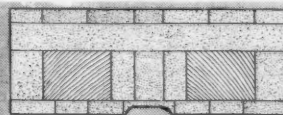


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## The Giant Jump at Oberstdorf

By Stefan von Devan

IN the mid-thirties, the talented Yugoslavian engineer Bloudek built a giant jump at Planica for purposes of experiment. There, in 1936, the Austrian Josef Bradl jumped 101.5 meters (333 feet). In 1941 a whole German expedition visited the so-called "Flight Week" in Planica, and Rudi Gehring attained 118 meters (387 feet). This unofficial world record stood until 1948 when the Swiss, Fritz Tschannen from Adelboden, reached a mark of 120 meters (394 feet). The Germans were not invited that time, so they began thinking of building in Germany a bigger jump than the one in Planica.

The man who originated this idea, and later built the giant jump, was Heini Klopfer, an architect from Oberstdorf, one of the best German jumpers. (At Planica, in 1941, he had jumped 103 meters — 338 feet.) The costs of construction amounted to about 100,000 marks, and this sum was got together only with the greatest difficulty. Heini Klopfer chose a southern slope, four kilometers south of the famous German winter sports resort of Oberstdorf, in a lateral valley.

So that Klopfer might remain in Oberstdorf and supervise the work, Germany's three best jumpers, Sepp Weiler, Rudi Gehring and Toni Brutscher, undertook to sell across the whole country colored neckerchiefs with the panorama of Oberstdorf and the signatures of the jumpers. This was to help meet the costs of construction. Every Sunday, members of the Oberstdorf Ski Club donated voluntary labor, and about the middle of December, 1949, the jump was finished. It is today the highest in the world.

The vertical height, from start to run-out, is 161 meters (528 feet), the over-all length from the highest point of the tower to the end of the run-out, 498 meters (0.31 miles). The distance from the start to the apron of the jump is 131 meters (144 yards), of which about half had to be built.

At the end of January, 1950, the jump was ready for testing. Heini Klopfer, the builder, was the first to jump. He reached 91 meters, then improved to 97 and 107 meters (351 feet). Then came the best German jumper, Sepp Weiler, who lives about three hundred yards from the jump. Sepp twice jumped 110 meters, and the third time 115. This was on February 2, 1950. The giant jump was thus tested and found faultless. Of the eleven jumps made that day, not one resulted in a fall.

On February 28 the great Ski Flight Week began. Everything went wonderfully well, and even the gods of the weather were benign. The first day brought 20,000 spectators; on the final day, 80,000 people were present. Hundreds of huge buses from all parts of



The jump has fulfilled all expectations

Germany and many from Austria and Switzerland caused a traffic jam for five miles. Many from the U.S. Occupation Forces were present.

The first day, the Austrian, Willi Gantschnigg, jumped 124 meters (406 feet), bettering Fritz Tschannen's former world's record by four meters. Conditions were not so favorable on the second day, and from time to time light snow fell. The Swiss, Andreas Daescher of Davos, who had made a great impression with his aerodynamic style, reached "only" 115 meters (377 feet). The third day, the German, Sepp Weiler of Oberstdorf, attained 126 meters (413 feet), a new world's record. But he could not enjoy his triumph long, for on the fourth day the Swede, Dan Netzell, reached the fantastic distance of 135 meters (443 feet), the best mark of the week, and a new world's record.

Preparations for the second international Ski Flight Week in Oberstdorf are already under way. The dates are set from February 28 to March 4, 1951. The Swedes, the Finns, the Swiss (this time, with Fritz Tschannen), the Italians and the Austrians have already agreed to be present, and it is hoped that the Norwegians, too, will have a strong team.

# Skis By The Thousands

By David Rowan



GOLF balls measured in the hundreds of thousands, baseballs and footballs measured in the five figures, to say nothing of other athletic equipment — this adds up to A. G. Spalding Bros., world's largest manufacturer of sporting goods. What has this to do with skiing? Well, Spalding makes skis, too.

In a sense, the Spalding people have been in the ski business for many years, having made skis on different occasions during the past three decades. It is only in the last two years, however, that they have entered the market, this season carrying a complete line of skis, from ash to multi-laminated.

In my trip through the company's new plant at Chicopee, Mass., I was conducted by Mr. Tynan, a top engineer there. His opening remarks summed up the firm's ideals: "You know, all the goods we make are destined to be tortured. A golf ball's life is a series of painful cuffs and bangs. The same is true for skis. Making sporting goods which will take these indignities without showing wear and tear is our aim."

Making skis that will give both the recreational and professional skier his money's worth is quite a job. Top-grade hickory, for one thing, is no stranger to the plant — many thousands of board feet have gone into Spalding products.

One of Spalding's expert craftsmen is a Scotsman by the name of Angus MacKechnie. Every piece of wood that comes in is looked over by him, and lumber companies have learned that he will pass only the best. He is so much in communion with wood that he can almost tell you whether the tree had led a happy, unblighted life before it succumbed to the saw.

Skiers will tell you that there is no such thing as a perfect ski, and least of all, a perfectly-matched pair of skis. It would seem that Spalding comes pretty close to blasting that notion. For example, a good piece of hickory is sawed through the middle and from the matching edges equal strips are cut. These strips are then made into the soles of a pair of skis, obviously both uniformly matched. The same principle is used on laminations.

In gluing and molding, Spalding has many processes unintelligible to a layman such as I, but it was explained to me that in the molding operations, the wood and the glue become like a malleable plastic, and the camber which the ski is given is locked in for good.

The Spalding labs are forever experimenting and testing to improve techniques, no doubt mindful of their motto: "Spalding products are good, but they can be better!"

AGAIN this season Aski-master Fritz Loosli is teaching the famous Parallel Technique! Once more everything's ready for you at the Chateau Frontenac Ski Hawk School...ski-tow in operation at Lac Beauport ski slope. Superb snow conditions. At the Chateau Frontenac, all the traditional comforts... fine cuisine and Canadian Pacific service to make your holiday perfect in Québec!

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## 1951 American Ski Annual and Skiing Journal

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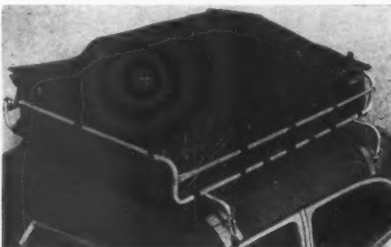
## EQUIPMENT NEWS

### Ski Racks

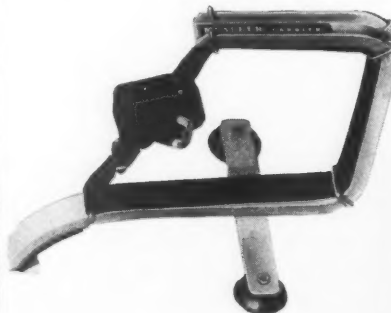
"Well, let's see — try putting them through the window, Hortense —" How often have you heard your favorite ski-friend (the one with the car) say this to you or to some other poor unfortunate? Then the skis go in the window and you ride to the lift with your knees around your ears. Or the skis are shoved through the gap made by removing most of the rear of a convertible top — and you're in deep-freeze for the rest of the trip.

But hold on — relief is in sight. If you can persuade your best ski-friend to lay a little cash on the line for one of the fine new ski racks described below, then once more you know the pleasure of a trip to a ski hill with a body temperature not one degree lower than normal.

If your friend is the conservative, or hard-top, type of chauffeur, there is the new Miller Kardek Car-Top Carrier, designed to carry not only skis, but any type of car-top load.

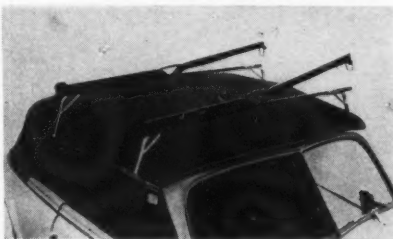


If your friend is the rah-rah convertible type — the kind who has a convertible on which the top is always down — or always broken — there is the new McAleer Ski Carrier, which will hang on the side of his car without the use of screws, will not mar the classy chartreuse finish, and will allow him to open and close the window at any time to whistle at the girls.



But if your friend is the conservative-convertible type (the boss' son, let's say), then the Market Forge Company of Everett, Mass., makes Model No. 80, a ski rack designed to be bolted to the window frames of the car. No part of the rack will touch the delicate canvas of the

convertible top and, of course, with this kind of a rack the rear luggage compartment is always available for odds and ends of equipment, as shown below.



### New Material

Irving of Canada has designed a ski jacket for men which features a new material from Manchester, England — "Wethecloth." The material is said to be light and tough, yet warm and waterproof.

### Cable Binding

Northland Ski Mfg. Co., North St., St. Paul 9, Minn., is marketing its Northland Super-K Trailmaster cable ski binding with double front springs, which features the new long, low side irons with



sole clips adjustable to boots of any thickness. The cable binding also has the ladder-type front throw, rubber protectors at the heel, and comes with two sets of double low hitches.

### "Colorado" Boot

From Canada comes The Tyrol Shoe Company's new "Colorado" ski boot, con-



SKI MAGAZINE, DECEMBER 15, 1950



structed for use under the most severe skiing conditions. It consists of two complete boots (one inside the other) and each is made of different leather to give fullest support. The manufacturer says that the inner boot is made of pliable waterproof leather, laces to the toe, and has a built-in "heel hugger" which prevents the heel from lifting. The outer boot is made of sturdy grained leather and encases the inner boot completely. A triple-action adjustable strap, built into the side of the boot and around the ankle, is said to give maximum support.



### After-Ski Boot

From France comes the Mont-Blanc Company's after-ski boot, the Riviera. The makers claim that the special process used in fabricating the boots with thick, double-layer crepe soles makes them very



comfortable and virtually renders them impossible to wear out. They feature suede uppers with warm wool lining, "Safety-zip" closure, and come in black, brown, red and grey.



### Songbook

*The Skiers' Song Book*, compiled by David Kemp with music edited by Norman Mealy and published by Pacific Books of Palo Alto, Calif., contains seventy-five songs having to do with the sport. There are humorous ditties, straight songs, college and ski club songs, rounds, ballads, slightly (but nicely) naughty, and drinking songs. In addition to popular American and Canadian ski songs which comprise the major portion of the collection, a number of beloved Norwegian, Swiss, French, Austrian and Bavarian ski songs have been included in the original and in translation. Music is supplied for fifty songs.

(Continued on next page)

VISIT *The Whip* AT STOWE



Sun Valley Photo

STYLE 4477  
Double Gusset Tongue  
Low and High Hitch  
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STRONGER THAN WOOD GUARANTEED FOR A YEAR  
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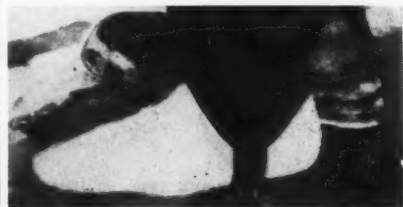
— at stores everywhere or write to  
A. Sandler Co., 15 Rusfield Street, Boston 19, Mass.

## EQUIPMENT NEWS

(Continued)

### Trousers

The newest line of ski trousers of the Sun Valley Mfg. Co., of Boston, features an improved bottom, which is said to curve concavely over the top of the foot and to spread out convexly under the



hollow of the instep with a snug fitting bottom. The manufacturers claim that the new improvement eliminates any wrinkles and makes a boot fit more snugly.



### Laquer Remover

The irksome task of removing last year's lacquer from skis at the beginning of the season is made much easier by the use of Universal Remover, made by Universal Technical Products Co., in Huntington Park, California. According to the manufacturers, Universal Remover effectively softens even tough ski lacquers, making it easy to get them off and clean the ski down to the bare wood.

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PROVO, UTAH

## Squaw Valley Newsletter

SQUAW VALLEY, California, already open almost a month, is prepared this year for another step toward its goal of being the finest ski center in the U. S. Emile Allais will head the ski school, and under him will be Dodie Post, captain of the U. S. Women's Olympic and FIS Teams; and Alfred Heusser, the Swiss skier. All three of these instructors have spent the summer in Chile, and now are more accustomed to skiing than to walking.

Squaw Valley offers some pretty fine Alpine skiing—more than 25 square miles of it radiating from the peak of 9000-foot Squaw Mountain. The double chair lift (you have someone to talk to on the ride up—at least that's what the ads say) has two intermediate stations for those too inexperienced or too tired to ski down from the top, and this year ponchos will be supplied for each rider, so that even on cold or snowy days the ride up should be pleasant.

Also new this year is a warming hut at the top of the lift where hot coffee is available. And the slopes on the way down have been cleared and blasted free of rocks and stumps.

Forty new rooms and sundeck suites have been completed in the so-called Alpine Village, each room equipped with a private or connecting bath. The sundecks are fine for those who like their skiing punctuated by siestas, and there is a new skating rink for those who like other winter sports (frankly, we didn't know there were any).

And if you go by car, don't worry about the parking problem. There's room for more than a thousand cars in the huge parking lot adjacent to the area.



**Skiers**

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SKI MAGAZINE, DECEMBER 15, 1950

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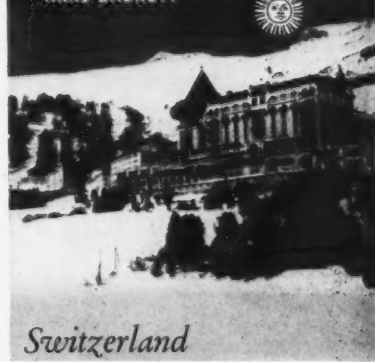
# ALTA

### ALTA SKI WEEKS

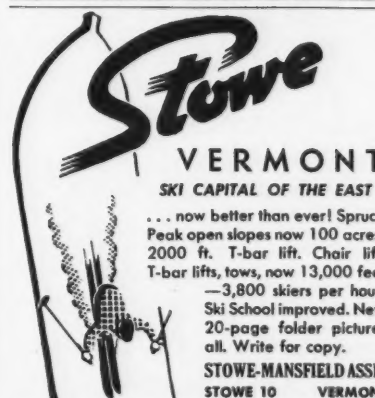
This year are the weeks beginning January 7th, 14th, and 21st. Write to ALTA LODGE, P.O. Sandy, Utah, for booklet and reservations. For information in New York, phone Miss Mallino at AL 5-2204.

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## Memairs Of A Ski-Hund



ON THE Arlberg, in western Austria in the old days, a faithful companion of the skiers of Zuers was the dachshund, Trolli. Only a few of the most famous names occur as often as his in the ski-book of the "Alpine Rose". The first official mention of him among the professionals is as the Court Jester and is somewhat cryptic:

"A walk on the Madloch with His Royal Highness and the Court Jester."

Concerning the identity of the Royal Highness, the chronicler is silent.

A few days later, his young dachshund's life came into danger. In those days, peak after peak was being conquered. Disliking to be outdone, he tried a new ascent on his own initiative. The adventure, according to the record, followed an un-prescribed course:

"Expedition to rescue the little dachshund. He had partly climbed and partly fallen one hundred and fifty meters down the slope toward Lech, and was crying for help."

A little later, outside help was needed again. Apparently his abilities were not yet sufficiently proven. Unsympathetically, the record says: "Being exhausted, the little dog was put in Emma's rucksack, and only his head protruded."

But hard training brought him to peak form, and in the same winter his name appears for the first time among the participants in a classic tour of the Rufispitze. In self-assured script stands: "Trolli, Ski-Dachshund."

On the third of May of that year, he forgot his Alpine education again. A companion makes a shamefaced entry: "Cry

of a cock-ptarmigan, causing a fit of madness in the ski-dachshund. Breach of Section 519 of the Criminal Code. Owing to absence of the State Prosecutor, sentence of the culprit was suspended."

In the following year, his passion for hunting almost proved fatal. As he was on his way to the Rufikopf with some skiers from Lindau, and was apparently sniffing out the trail of a snow-hare, there suddenly appeared in the air above him a threatening shadow. A golden eagle dropped, seized him and bore him off into regions much higher than the mountains to which Trolli was accustomed. Whether because of the outcry raised by his companions or his own yells of pain — Trolli's grave was not yet yawning for him. The eagle let its prey fall again, and — unhurt except for a scratched nose — Trolli landed, over his head in snow. Three days later, he signs a register with his new title: "Trolli, Ski-Dachshund and Eagle-Hunter."

But the legend has it that he did not permanently escape his fate. When his time was up, he was again carried off by an eagle. This time, the eagle did not let him go, but bore him directly to the heaven of dachshunds, and thus the earthly story of a famous skier ends.



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## FREE T-BAR LIFT FOR WEEKLY GUESTS AT...



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Write for New Ski-Map Folder

**Jasper IN QUEBEC**  
ST. DONAT, P.Q., CANADA  
Tel. St. Donat 57-(via Ste. Agathe)



## Slopes and Slants

LOIS AND JOHN JAY, well-known ski photographers, are planning a 16-day flying trip (Feb. 10-26) for any skiers who want to sample the slopes of Arosa, Switzerland, and Kitzbuehel, Austria. If interested, drop the Jays a line in Williamstown, Mass. . . . The skimobile, that odd little kitty car that travels up New Hampshire's Mount Cranmore, will be in operation on December 16th. Night skiing will start there on December 29th and continue every Friday and Saturday night during, what is hoped to be, a long season. . . . Frank Elkins, that expert writer on skiing matters, has prepared a free booklet, "Let's Go Skiing," listing all the resorts in the northeastern U. S. and Canada, what to take along with you and what to look for. The booklet is yours by addressing him in care of The New York Times. . . . What can be done when a group of ski-minded folk get together is demonstrated by the little Vermont town of Royalton. It has already raised \$20,000 for the erection of a platter-pull lift and construction of trails, all of which will be ready in the fall of '51. . . . The Austrian State Tourist Department is sponsoring a contest in which winners will be awarded fifteen free spring holidays, any place in Austria. The gimmick is to identify at least eleven out of sixteen Austrian landmarks (not as simple as it sounds) which are sketched symbolically around a map which can be obtained by writing the Austrian State Tourist Department, 48 E. 48th St., New York 17, N. Y. . . . Skiers in New York can look forward to less crowded conditions this year than in the past. The State reports that there are now sixty-eight areas in operation, ten more than last year. . . .

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**SKI FREE**  
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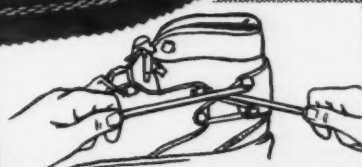
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within  
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# Why Do We Ski?

Why do YOU ski? Or perhaps it should  
be, "Why DO you ski?" It is a good ques-  
tion. Skiers are always being held up to  
ridicule by the non-skiing population. "A  
bunch of snow-happy maniacs," they  
say.

There must be a good reason for a pre-  
sumably sane individual to expose him-  
self to wet and cold voluntarily . . .  
something that makes an otherwise nor-  
mal human being spend the better part of  
two days traveling for the lesser part of  
two days skiing.

In an effort to probe the inner mysteries  
of the sport, the Vermont Development  
Commission sponsored a contest open to  
students attending colleges in eleven  
Eastern states. The students were invited  
to submit entries of a hundred words or  
less under the provocative title, "Why  
Ski?" Three prominent Vermont skiers  
acted as judges. A week's skiing on the  
house at several Green Mountain resorts  
was the reward for the five best entries  
from the men and for the five best from  
the women.

A somewhat idyllic piece by Mary  
Roche of St. Joseph College caught the  
judges' fancy:

"Ski for excitement. Every ski trail is a  
challenge to your skill. Zooming down hills  
and around curves will give you excitement.  
Ski, and your life will be filled with thrilling  
experiences.

"Ski for your health. The clear, brisk at-  
mosphere will make you feel like a new  
person. Ski, and you will acquire all the  
gifts that a winter outdoor sport can offer.

"Ski for relaxation. Here amid sparkling  
mountains of snow you will find a new  
world awaiting you. Fresh experiences will  
make you forget problems of the world."

Essentially the same thing was said by  
Gene McLoughlin of Fordham Univer-  
sity, but in a somewhat more colloquial  
style:

"Y'know, bud, you got a darn good ques-  
tion there. What's the profit in knockin'  
yourself out tryin' to get away from the  
office on Friday to take a six-hour trip to

the nearest ski resort? What's in it for me if  
I lay out a small wad for equipment, train  
tickets, lessons and a sack? What's the per-  
centage in waking up Monday morning  
feeling aches in more muscles than I ever  
thought I had?

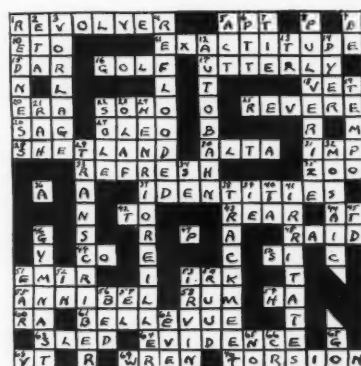
"Well, here's your answer, Mac:

"First, I know that my blood is running  
through my veins again — not just poking  
along at a slow walk. Secondly, I've had  
good, hearty fellowship for a couple of days,  
enough to carry me through another week  
of work. And last, but not least, I've felt the  
exhilarating sensation of conquering Dame  
Nature; whipping down her gleaming white  
tresses, flicking her powdery flakes back in  
her face, standing triumphantly at the foot  
of her trails, unscathed by her bag of tricks.

"Why ski? Why, man alive, why eat?  
It's real livin'."

Do these two answers — the winning  
answers — settle the problem?

## SOLUTION TO CROSSWORD PUZZLE, DECEMBER 1 ISSUE



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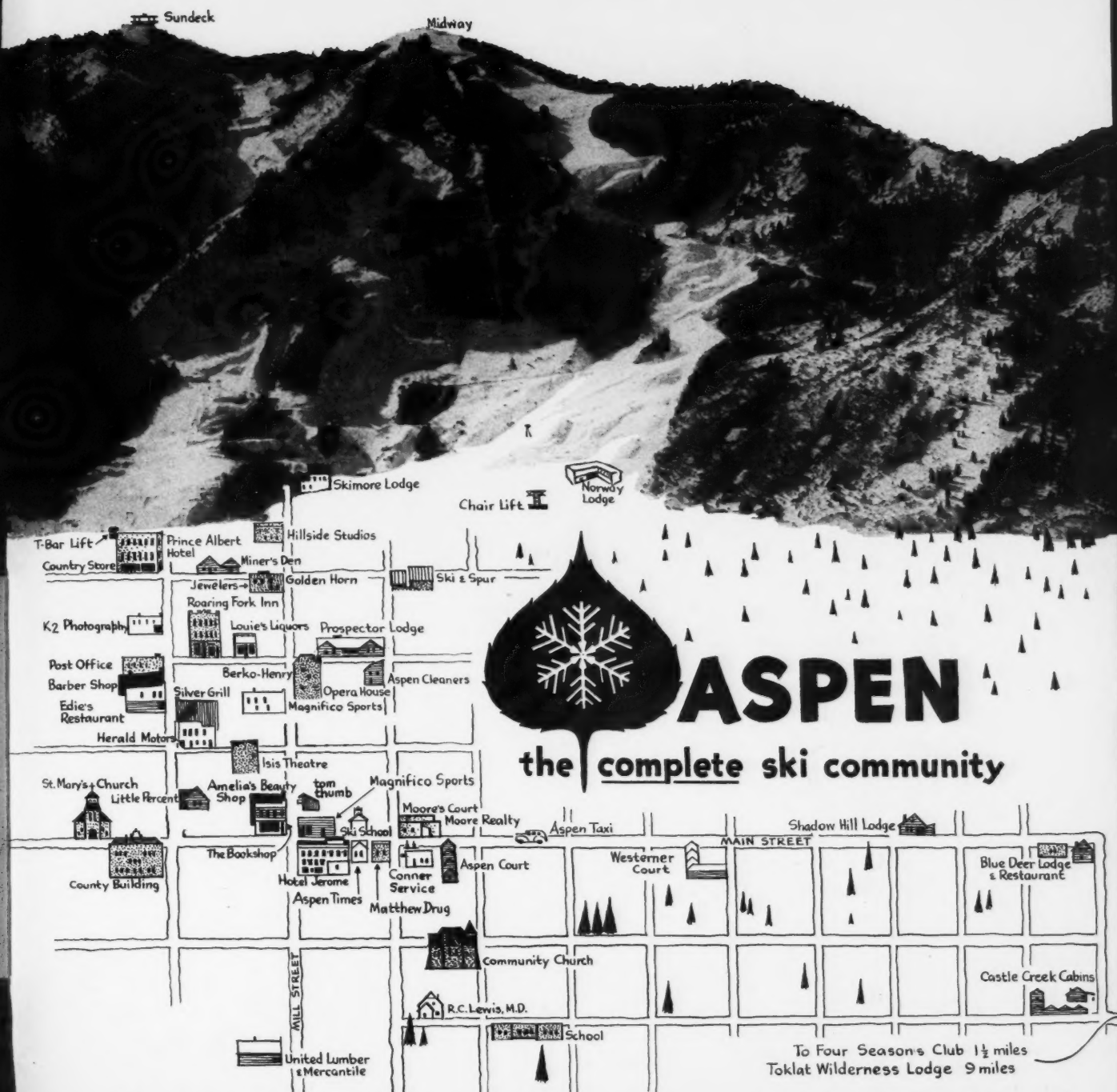
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Moore's Court  
Norway Lodge  
Prince Albert Hotel  
Prospector Lodge  
Roaring Fork Inn  
Shadow Hill Lodge  
Ski and Spur  
Skimore Lodge  
Toklat Lodge  
The Westerner Court

For details, see "Where-to-Stay"  
Directory, page 44-45.

### RESTAURANTS & BARS

Blue Deer Restaurant  
Brad's "Miner's Den" Restaurant  
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Golden Horn  
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Roaring Fork Inn  
Silver Grill  
Ski and Spur  
The Sun Deck

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the tom thumb

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